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ISSUE TWENTY SIX

for those who love great boats

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*Antigua
Classic Yacht
Regatta*



ACBS Sunnyland 2011

CLASSIC

Yacht

ISSUE TWENTY SIX

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COVER PHOTO: BILL PRINCE

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for those who love great boats

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Bill Prince



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(mast - head)

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ROGER THAT

Readers Reply

A friend of mine just sent me a link to your latest issue online...I took great interest in the back cover as I'm standing on the bow of *Sumurun* (I was race crew for Antigua classics 2010) holding the Staysail boom out as we bounced around a bit.

That was a particularly exciting leg of the race as we racing alongside *Ashanti* (with her all female Swedish crew) for a few miles we raced side by side- it was a well photographed moment with several hello's and photo boats trailing us. See the attached image.

The yard I work for (Wayfarer Marine) does all of *Sumurun's* work, we just replaced 27 frames and various other bits and pieces as she is leaving to do

the Transatlantic Race in the spring. She's been coming here for over 20 years for her refits.



We also have few other interesting classics- *Belle Aventure*, the 1928 Fife, *Cangarda*- a 130 something foot steam yacht built in 1902. Finally, we just finished a re-fit on *Lone Fox*, another classic

that is well known. There are lots of great potential stories for you here at the boatyard.

Thanks for the good laugh! I really wish you could have done something to reduce the wind blowing my shirt up and exaggerating my beer gut.

Ben Cashen
Wayfarer Marine

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ROGER THAT

You all did a great job on the March/April issue! I read it from cover to digital cover. I continue to enjoy your very interesting articles on sailboats in particular. Keep at it!

Wayne Eteveneaux
Feilding, New Zealand

Classic Yacht is now officially my favorite yachting publication of any kind, paper or web. You have the

best photos, videos, news and sense of humor of anyone covering this frequently egocentric world. Keep up the good work, and I hope to see you on the water some day.

Justin Voight
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Comments, compliments, rants, offers to transfer Nigerian fortunes and stories about master bakers may be sent to:
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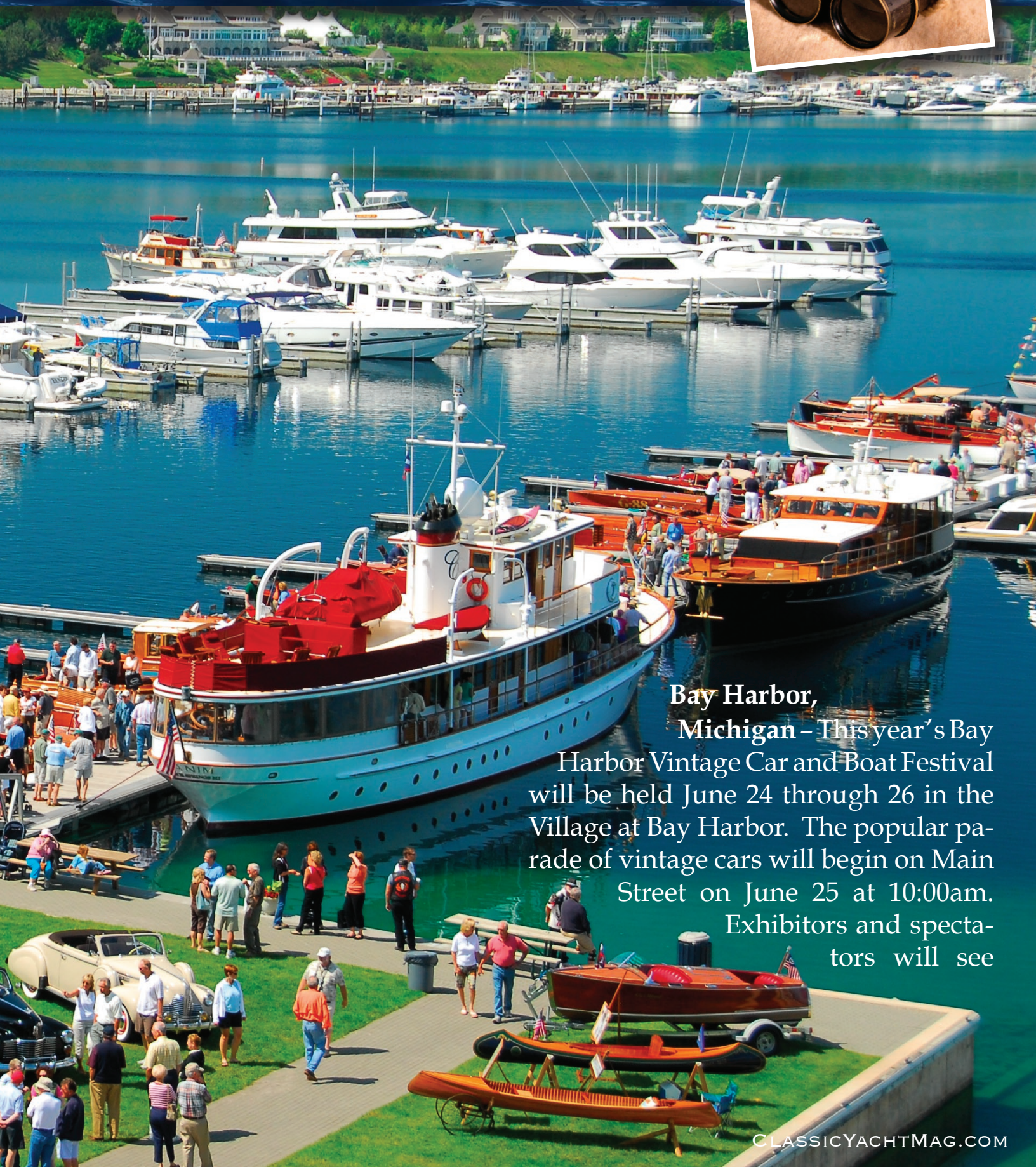
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ON WATCH

*Vintage Car and Boat Fest:
"Fresh Coast" Fleet Headed*



to Bay Harbor, Michigan



**Bay Harbor,
Michigan** – This year's Bay Harbor Vintage Car and Boat Festival will be held June 24 through 26 in the Village at Bay Harbor. The popular parade of vintage cars will begin on Main Street on June 25 at 10:00am. Exhibitors and spectators will see

ON WATCH

Bay Harbor, cont.



an extraordinary array of vintage and antique runabouts, cruisers, motor yachts and automobiles from the first half of the 20th century.

One of the things we like most about this event is being able to sit back on the lawn or a lucky friend's boat and enjoy commentator specialist Edward Lucas as he invites and introduces the car and boat exhibitors to the red carpet.

The award presentation is scheduled to take place in the Village at 2:30 on Saturday.

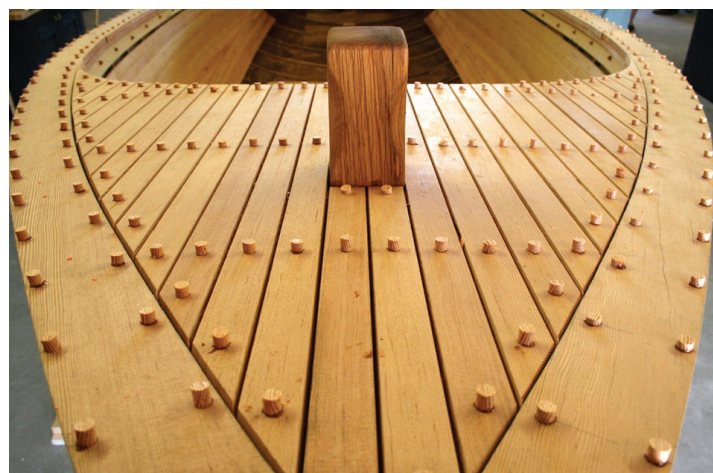
Strolling the docks is our natural focus, but there's plenty to see throughout the day on land as well.

Among the twelve million people living along Lake Michigan's 1,640 miles of shoreline, the boat owners here enjoy the luxury of salt-free fresh water. For those of you on the outside coasts, this means much less maintenance is required to keep those pesky stainless steel and varnished parts looking sharp. Never mind the small matter of underwater running gear, engine cooling systems or galvanic corrosion.



Much like Houston's Keels & Wheels but without the oppressive humidity, Bay Harbor's Vintage Car and Boat Festival is a great opportunity to find similarities in the craftsmanship of both the classic boats and vintage cars, and teach a youngster a thing or two about the value of caring for these historic vehicles.

bayharborfoundation.org



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ON WATCH

Bay Harbor Vintage Car and Boat Festival





ON WATCH



IYRS Open House

Bristol, Rhode Island - The International Yacht Restoration School will host an open house at its Bristol facility on May 25th from 4 to 7 p.m.

The event is an opportunity for visitors to learn about the school's training programs, meet with IYRS instructors and staff, get answers to questions about admissions and financial aid, tour the facilities and see student

projects being completed for Launch Day, June 4.

The primary IYRS location is down the road in Newport. The Newport campus is home to the school's boatbuilding and restoration program.

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ON WATCH



Boating Simulator Lets You Be the Skipper

Annapolis, Maryland - A new downloadable BoatUS Boating Simulator, provided by the BoatUS Foundation for Boating Safety and Clean Water aims to use animation, simulation and video to keep boaters on the virtual “water” anytime - and teach them how to navigate through congested and sometimes treacherous waters.

The Boating Simulator’s interactive boating experience - complete with throttle, shifter and chartplotter - makes learning fun, too. “Research shows that most people use visual cues when learning and when you combine it with active participation, comprehension and retention increase,” said BoatUS Assistant Director of Boating Safety Ted Sensenbrenner. “Simply put, you learn while you’re having a great time driving the boat.”

The simulator, which utilizes your keyboard, mouse and arrow keys to operate, is free to download at: BoatUS.com/Foundation/games.



BoatUS membership is not required to play.

During the game’s voyage, players must use all of the tools at their disposal to navigate around aidsto navigation as well as shallow water and

other vessel traffic. Along the way you could be penalized for violating speed zones, approaching too close to another vessel or navigating out of bounds.

For the Boating Simulator, a standard home PC with Windows XP or newer and a DirectX 9.0 compatible video card is required. Follow the on-screen instructions and prompts to download to your computer.

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Flooding Cancels "That Was Then, This Is Now"

Muscatine, Iowa — The 2011 Mississippi River flooding has washed out Muscatine's "That was Then, This is Now" classic boat show this year, scheduled for May 13-14.

Organizer Dave Moritz said with Riverside Park still underwater, sediment covering much of the green space and

river levels coming down too slowly, he made the decision not to hold the fifth annual event.

Instead, the boat show's vintage power boat racing, classic boat show and cardboard boat regatta will become a biennial event that will return to the Muscatine riverfront in 2013.



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Even by May 13 river levels are expected to be too high for the racing events. Debris in the river poses a safety risk, he said.

The show could not be moved to later this spring or summer for two reasons, he said. The permitting process with the U.S. Army Corps of Engineers and state natural resource agencies is date specific

and takes six months to receive approval. Also, the power boat calendar begins to fill up for the summer after Memorial Day, he said.

When it's resurrected in 2013, "That was Then, This is Now" will still feature one attractive quality — free admission, Moritz said.



BOAT SHOW

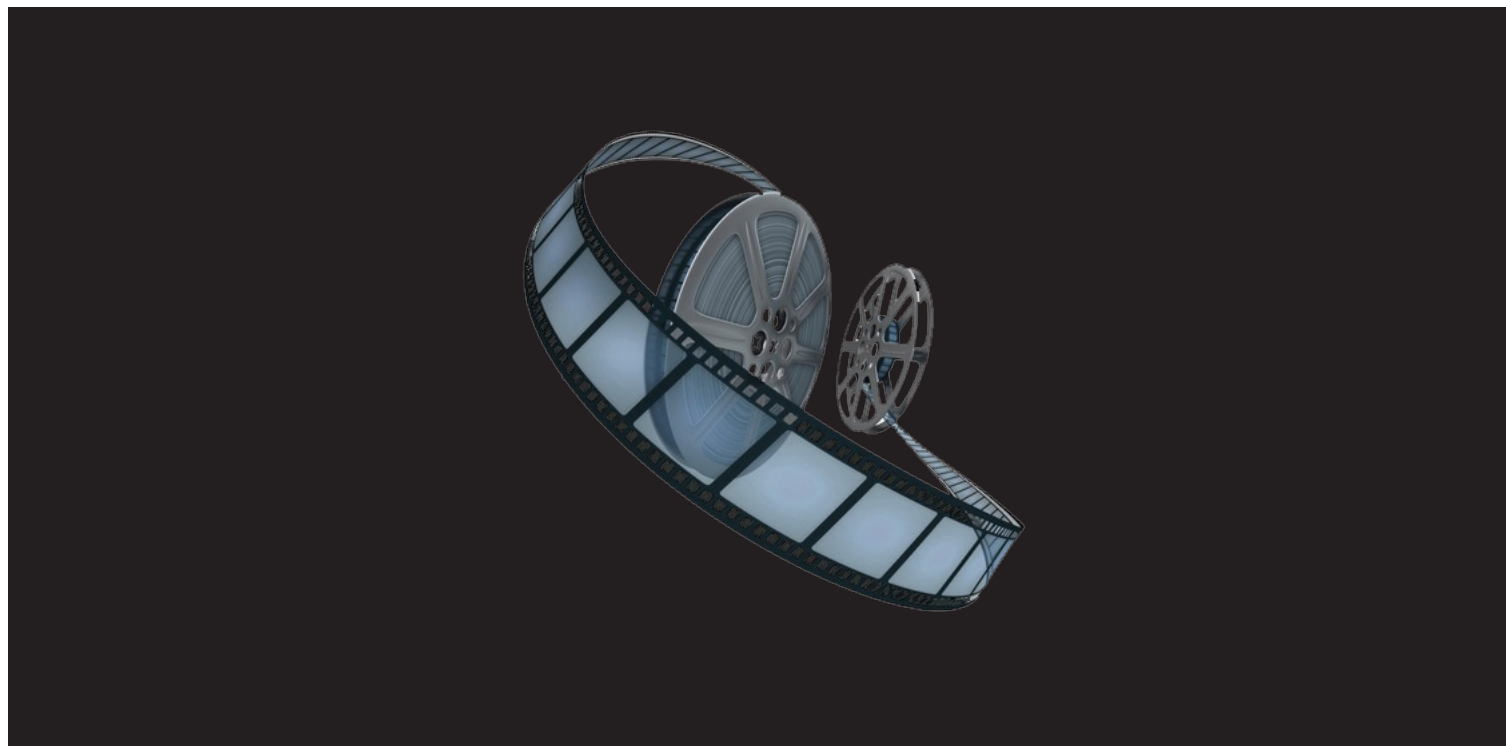
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One Particular Harbor: Les Voiles de Saint Barth 2011



The wind was blowing briskly, the sun was shining and the yachts and crews had a great time racing at the second Les Voiles de Saint Barths this April, a five-day event that included memorable racing and lots of great parties, all in classic Caribbean style.

This year's fleet included virtually all sizes and sailplans. The Fife *Mariella* took the honors for the classic division ahead of Donald Tofias' elegant *White Wings*. Both boats brought their share of beauty and speed to the event.

"Everyone was pleased with the concept of four days of racing in brilliant sunshine and windy conditions combined with a day to enjoy all the sybaritic pleasures of life ashore," said Event Organizer François Tolède. "It all but guarantees the success of the 2012 Les Voiles de St. Barth."

We just wish we knew what Jimmy Buffett was saying.

Next year's Les Voiles de Saint Barth is scheduled for April 2-7.

lesvoilesdesaintbarth.com



PHOTO: CHRISTOPHE JOUANNY



PHOTO: CHRISTOPHE JOUANNY

ON WATCH

Hanuman Owner Clark Donates to Two Newport Charities

Newport, Rhode Island – Yachtsman James H. “Jim” Clark, co-founder of Netscape Communications, has donated \$150,000 each to two Newport-based charitable organizations: Sail Newport and Oliver Hazard Perry Rhode Island.



The donations are follow-throughs on Clark’s public promise to make contributions to marine charities if he were ever to hire professional sailors to race in pursuit of a trophy. Clark, who competes in regattas with his 137-foot J-Class yacht *Hanuman*, hopes to have other J-Class owners follow his lead.

“Some of us are fortunate to own J-Class yachts, and if we all give back in the spirit

of friendship, dedication to the sport of sailing, and devotion to the oceans that we use, perhaps we can have an impact.”

Clark recently announced plans to integrate the Newport-based PUMA Ocean Racing Team and helmsman Ken Read into Clark’s amateur team aboard *Hanuman* in a series of Caribbean regattas.

According to Sail Newport’s executive director Brad Read, Clark’s donation will benefit Sail Newport’s public access sailing center and sailing programs for all ages. Sail Newport is a non-profit organization founded in the wake of the



loss of the America’s Cup in Newport, R.I., to foster the sport of sailing.



Bart Dunbar, chairman of OHPRI, said the funding comes at an ideal time in the building of Rhode Island's "Education at Sea" Tall Ship *SSV Oliver Hazard Perry* and the development of its educational programs.

The steel hull of the *SSV Oliver Hazard Perry* is currently dry-docked and undergoing work at Promet Marine

Services in Providence, R.I. After the deck, masts, rigging, sails and electronics have been added and its at-sea education programs for secondary schools and colleges established, *SSV Oliver Hazard Perry* will sail as a 230-foot (sparred length), three-masted, square rigger—the largest privately owned tall ship in America.

sailnewport.org

OHPRI.org






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ON WATCH

Five Questions to Ask Your Insurance Agent

In a follow-up to our recent canvassing of the marine industry's leading insurance providers, The Boat Owners Association of The United States has offered five hard questions you need to ask your boat's insurance agent before your summer boating season begins.

Their answers could let you know how worthwhile or worthless your current policy is:

1. Does your insurance company expect you to pay salvage costs that should be paid by them? Most people say the main reason they buy insurance is to cover the "big things." The most common types of catastrophic insurance claims are sinkings - which can happen to anyone - or hurricane claims, which destroy your boat and leave it in pieces in the neighbor's back yard.



In both of these cases, it is the policy's "salvage" coverage that will pay to remove your boat from the bottom of the lake or from your neighbor's back yard. A good policy has separate and full salvage coverage (up to your policy's

limits) for the costs to remove the boat that is not less than or limited to a percentage of the "hull" value (which is the part of the policy that reimburses you for actual loss of the

boat). A bad policy reimburses you for the loss of the boat, but could make you pay some salvage fees out of your own pocket - and isn't that's what insurance is for in the first place?

2. When you have a claim, how much help will you get? When insurance companies handle a claim, there are two schools of thought: those that are



“hands-off” and those that are “hands-on.” A hands-off insurance company believes you should do all of the work. With a big claim, that could include finding a salvor, crane company, barge and trucking service on your own, and then reimbursing you. A hands-on insurance company - usually a specialty marine insurer - has access to these unique services 24/7 and wisely negotiates pricing, hires and pays these contractors for you, and can arrange for and even guarantee repairs.

3. Does the policy have “consequential damage” coverage? In the world of boat insurance, catastrophic losses that include fire, explosion, sinking, de-masting, collision or stranding are considered a “consequence.” For example, when your boat sinks due to rusted, through-hull fitting breaking off, the sinking is a consequence of the broken thru-hull.

Good boat insurance policies include “consequential damage” coverage for these specific catastrophes. In plain English: if consequential damage is not

covered in your policy, almost every sinking or fire could be excluded as a result of “wear and tear.”

4. Do you want me out of harm’s way? A better insurance policy will offer 24/7 emergency claims response that can immediately step in with the necessary resources to prevent further damage. And if you live in a hurricane zone, it will also share the cost of a haul-out to move your boat to high ground or pay a captain to move it to a hurricane hole.

5. What are you doing to reward me? A good insurance policy will give you credit for not having claims and reward you with things like diminishing deductibles that reduce the amount of your deductible for each year you remain claims-free.

If you’re not satisfied with your insurance agent’s answers to these questions, it’s time to start shopping around for a better policy.

BoatUS.com

ON WATCH

Lauderdale's Winterfest Courting Classic Yachts



Fort Lauderdale, Florida – If you own a classic yacht and plan to be in south Florida this winter, save the second weekend of December on your calendar, as 2011 marks the 40th anniversary of the classic Ft. Lauderdale Christmas boat parade (officially called Winterfest). Recognizing renewed interest in classic boats everywhere, organizers have created a new category, “Classic Yachts”, just for the occasion.

Two classic yachts, the 1965 Trumpy *America* and *Charm*, a 1983 Pilgrim Trawler, participated last year, and

event organizers hope to have over a dozen classic yachts in this year’s parade. This year’s theme is “Rockin’ Boats and Holiday Floats”, intended to capture the energy of this milestone event in the parade’s history.

This year’s parade is set to sail on Saturday, December 10, 2011 starting at 6:30 PM. The entrance fee is only \$35, so there’s no reason not to have a little extra fun in Florida over the holiday season this year.

Winterfest is encouraging corporate partners and private boatowners

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ON WATCH

Lauderdale, cont.



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Charities such as Shake a Leg Miami, Wounded Warriors Program, The Clydey Foundation, Florida Ocean Sciences Institute of Fort Lauderdale, Habit for Humanity, American Red Cross, Children Diagnostic and Treatment Center, the Epilepsy Foundation of Broward County, James Jr. Fund, Lisa Boccard Breast Cancer Fund, Hospice by the Sea, Noah's Ark, Child Net and Kids in Distress are just a few that participated in last year's parade.

"We want to continue to build on our charity outreach and encourage every entry to show where their heart is during the holiday season" added Lisa Scott-Founds, Winterfest President and CEO.

For details on how to be a part of Winterfest, contact their office at 954.767.0686 or visit the Winterfest website:

WinterfestParade.com



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ON WATCH

Luxury And Boat Taxes Returning to Connecticut?

Hartford, Connecticut – Do boaters in the Constitution State deserve to be taxed more? Governor Dan Malloy's proposed 2012 budget adds significant new tax levies for boaters and proposes to eliminate the state boating fund and divert boating registration fees and tax dollars - paid by boaters - into the state's general fund. BoatUS says these changes could threaten the state's vibrant boating industry and lead some residents to quit boating.

"We recognize that Connecticut is facing budget problems," said BoatUS Vice President of Government Affairs Margaret Podlich. "However, this proposal has the potential to have a significant impact on recreational boating."

As written, the Governor's proposed budget would impose new sales taxes on marine services including repairs and winter storage, impose a new 3% luxury tax on boats costing more than \$100,000, impose a new \$20 per \$1,000 of assessed value annual personal property tax on boats (For example, a 1985 Pearson 30

valued at \$20,000 would be taxed \$400/year), eliminate the existing sales tax exemption for the value of a trade-in boat and increase the existing state sales tax imposed on both new and used boat sales from 6% to 6.35%.

In Connecticut, boaters already pay an array of taxes on parts and accessories, on wet or dry summer storage, on freight, on summer slip fees or moorings, and 6% sales tax when a boat is sold. There is also 6% "use" tax on a boat purchased out of state and which is subsequently registered in Connecticut (less taxes paid elsewhere).

"Three out of four boat owners have a household income under \$100,000. History has shown that the proposed changes are likely to create a heavy burden on middle-class boat owners while failing to raise the expected revenue for the state," added Podlich. As an example, she points to the federal luxury tax on boats imposed in 1991 that cost thousands of marine manufacturing jobs nationwide while raising an insignificant amount of revenue.



For Connecticut's marine industry businesses and employees such as boat mechanics, riggers, marina staff and dealers, these proposals could easily cause boaters to move their boats (and maintenance dollars) to lower cost states like Rhode Island.

By proposing to eliminate the state's boating fund and divert boating

registration fees and tax dollars into the general fund, the monies boaters pay for boating will not go directly back into boating infrastructure, safety education and enforcement. Boating programs would be competing with all other state programs for support from the general fund.

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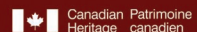
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ON WATCH

Copper Crazy California Wants to Foul Your Bottom

The astute, learned political body that is the state of California is at it again, and the American Boat Builders & Repairers Association is raising concerns about a proposed bill in the state that would make it unlawful to manufacture, sell or distribute marine antifouling paints that contain copper in California after Jan. 1, 2015.

Introduced by state Sen. Christine Kehoe, the bill would require manufacturers to use the “least toxic” alternative when replacing the copper in marine antifouling paint.

In a letter to the Unified Port of San

Diego, ABBRA president Pam Lendzion urged the director of Environmental and Land Use Manage-

ment to exclude “transient vessels” from draft amendments to the bill.

“I am especially concerned about the negative economic impact of SB-623 on our California member yards,” Lendzion wrote.

“The added difficulty created by SB-623 will make foreign ports and the U.S. East Coast more attractive to foreign-flagged transient vessels. The yachts will not consider a California yard for their refit and repair work if [those

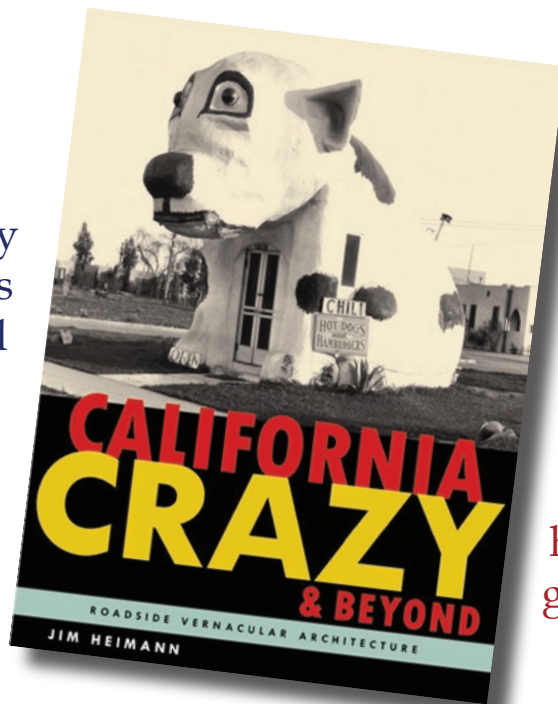


US Census Dept. composite image of the average California voter

yards] cannot apply the antifouling paints that can be applied in foreign countries and on the U.S. East Coast."

Good luck,
Californians!

luck,



Click here to contact Kehoe about this bill:

<http://dist39.casen.govoffice.com/>



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ON WATCH

A Tale of Two Taxes, Part 1

Three Great Lakes Congressmen want fewer marine industry jobs.

Illinois: U.S. Representative Mike Quigley (Illinois), along with Reps. Tim Walz (Minnesota) and Gary Peters (Michigan), introduced legislation “to eliminate taxpayer subsidies for yachts”. The Ending Taxpayer Subsidies for Yachts Act (*puh-lease*) will prohibit boat owners from writing off their mortgage interest payments if they classify their boats as second homes.

Currently, taxpayers are allowed to deduct mortgage interest for up to two homes from their tax returns. Yachts equipped with bedding, a head and a galley qualify. The Ending Taxpayer Subsidies for Yachts Act would limit the tax deduction to only those who use their boats as a primary residence.

“We’re going to have to make some hard decisions to tackle our national debt, but this isn’t one of them,” Walz said in a statement. “Closing this tax loophole restores the mortgage interest deduction to its original purpose, helping middle class families realize the American dream through homeownership.”

Thom Dammrich, NMMA president, said this sort of legislation is “certainly not helpful” to the U.S. boating industry and new-boat sales. “This segment of the market remains very depressed.”

The Congressmen’s statement noted that in 2004, there were approximately 500,000 pleasure boats in the USA large enough to qualify for the tax break.

Texas: A bill that would put a ceiling on sales taxes for yachts above \$250,000 is moving ahead, but some legislators outraged as the state cuts billions from schools and social services

The Texas House Ways and Means Committee last week approved a sales tax ceiling for buyers of yachts costing \$250,000 or more. But the bill has caused outrage among Democrats who say it is poorly timed when the state has to cut as much as \$27 billion from its budget.

A Tale of Two Taxes, Part 2

Texas Rep. wants more marine industry jobs.

The bill, sponsored by Houston Representative John Davis, would limit the maximum sales tax the state could collect on the sale of a personal boat. Davis said the law is needed because Florida recently passed a similar law. He said that a new law would most likely prevent Texas boat buyers from going to Florida for boat purchases.

"It's economic development," Davis told the Houston Chronicle. "I think it's the right thing to do to keep us on a level playing field with Florida."

The law would cap the sales tax on any boat at \$18,000 to match the tax breaks for boaters that Florida passed last year.



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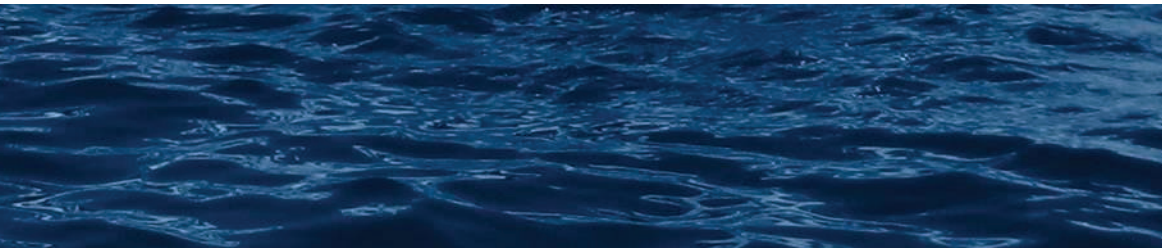
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32nd Algonac Classic Boat Show

Algonac, Michigan

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Story: Bill Prince



2011 Antigua Classic Yacht Regatta

We knew it was going to be a good week, and by and large we were not disappointed. With a large fleet of the world's most beautiful and capable sailing yachts, hundreds of amped-up crewmembers descended on Falmouth and English Harbours. Due to an impeccably managed event schedule put on by one of the sailing world's most intriguing luxury brands, the atmosphere on the island was charged.

PHOTO: JASON PICKERING




As the registration desk closed on the evening of Wednesday, April 13 the committee confirmed that this year's regatta had the largest entry fleet ever. With 68 yachts attending, the Antigua Classic Yacht Regatta is the biggest regatta of its kind in the Caribbean. Hosted by the Antigua Yacht Club, the Regatta is the first of nine classic yacht regattas sponsored worldwide by Panerai as the Panerai Classic Yachts Challenge

Thursday's race kicked off the week with 24 competitors entered in the 12th annual single-handed race, a 12-mile

course off Falmouth Harbour. Each yacht is skippered by one sailor, with a second person on board to help only in the event of an emergency. The largest to leave the dock was the 109-foot staysail schooner, *Kairos*.

On Saturday the second of the four races took place under varying light winds and sporadic rain showers. The 68 strong fleet of classic yachts left the Antigua Yacht Club Marina docks and Falmouth Bay as the committee decided on a shortened course of approximately 12 miles – just one wing of the planned “Butterfly” – due to the disappointing



weather conditions as a trough of low pressure located to the east of the island returned. A brief blast of sunshine gave photographers a chance to shoot some impressive images including those of the magnificent schooner *Elena* under her impressive full "7-sail" plan. Donald Tofias and his 'W' Class *White Wings* retained their lead in "Spirit of Tradition B" class. He admitted that there was an element of luck involved

to sailing under the flukey conditions.

Antigua awoke to sunny skies and white fluffy clouds Sunday morning. As the morning progressed a near perfect north-north easterly varying from 9- 19 knots of wind developed, resulting in an exciting and closely challenging day of

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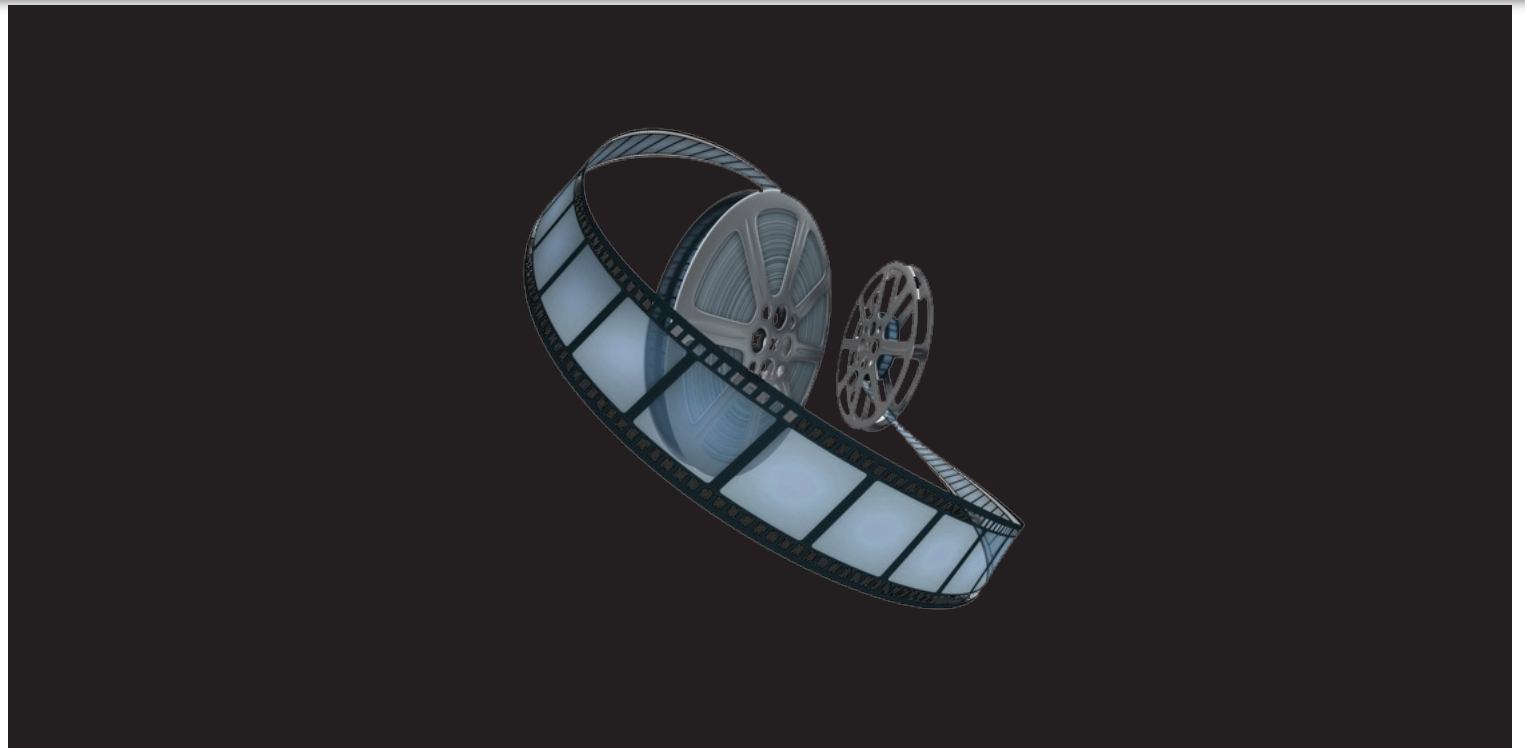
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sailing as the 68 strong fleet of beautiful classic yachts vied for position around the reciprocal “Cannon” course. All four of the ‘mighty’ entries, *Velsheda*, *Maria*, *Rebecca* and *Ranger* crossed the line absolutely neck and neck at their 11:15 class start.

This is the one race of the regatta when the smaller yacht crew could be lucky enough to experience the awe inspiring atmosphere emanating from the larger contestants as they skillfully weave their way through the entire fleet, often passing at spine-tinglingly close quarters. A marked increase in wind speed around midday upped the action so that all finished the race in good time

to participate in the Parade of Classics in English Harbour, emceed by “the voice of English Harbour”, legendary veteran schoonerman Jol Byerley.

With broadside cannon-fire from *Elena* and *Marie*, a belly-dancing sail past by *Lucy*, twin Scoobies chasing one another along the length of *Gaia*’s boom and a Scottish piper aboard *Sincerity*, the playful nature of the event’s down-time was properly exhibited.

Monday’s fourth and final race was set to top a week of competitive racing, on-shore celebrations and dockside parties for which this regatta is world renowned. Competitor’s expectations



for a flying finish however were not high, waking to a forecast of just 4 - 8 knots of wind.

There was nevertheless the promise of a light breeze as the first classes started the shortened Butterfly course. Few would have believed at that stage that the race would have to be abandoned soon after 1pm, mere minutes before the 100-foot *Gaia* was to cross the finish line in her

crew's determined quest to best *White Wings* for the week. While some harshly critical comments were directed to the race committee over the radio, the crew of *Gaia* exhibited class and character, thanking the committee boat for their efforts as she crossed the line, much of the rest of the fleet looking on from miles behind.

The decision to cancel the race two hours in was made as much of the fleet became



a Passion for The Classics



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staggered around the course in varying minimal wind conditions including holes of near zero wind. This created what the committee deemed to be potentially dangerous situations between yachts drifting aimlessly and in often close proximity to one another.

The 24th Antigua Classic Yacht Regatta wrapped up Tuesday with a sumptuous buffet and a big screen slideshow presentation of the Regatta highlights.

The gorgeous schooner *Elena* swept the board in Classic Class A, picking up five trophies to tumultuous applause. The Spirit of Regatta trophy and the Woodstock prize justifiably were both awarded to the character full *Rosa* and *Cora A* won her own 'Comfort Zone' trophy for best performance over shortened course. Applause greeted Phil Kerin when he was called to collect a special prize this year donated by the crew of *Old Bob* for 'The person who worked hardest to get his boat (*St Briac*) ready for Classics'. *Bolero* did well in her class winning three trophies. *Velsheda* beat *Ranger* to first in the Spirit of Tradition Class A, the Ann Wallis White Trophy for the Largest Boat this year went to *Marie*. First Overall in the

Classic & Vintage Class and collecting the Wayfarer Marine Trophy was *Lone Fox* and this year's winner of the Mount Gay Rum Trophy was the beautiful *Bolero*.

The moment everyone was waiting for came at the end of the evening when the proud owner of the beautiful 1957 Marconi ketch *Lone Fox*, Ira Epstein, was awarded the prized Panerai Trophy and the stunning and special edition Panerai Timepiece, a fitting ending to a largely successful 2011 24th Panerai Antigua Classic Yacht Regatta.

There's a certain melancholy mood that blankets the end of a successful event like this, and we couldn't help notice it in the sun-drenched faces of the new friends we met along the way. The mood is lightened however, by the anticipation of seeing new friends and sailing new courses throughout the rest of the Panerai Classic Yachts Challenge races to be held this summer and again in Antigua next season.

Until then, soak up the atmosphere through the fantastic photos taken by the world's best marine photographers who were on hand for the entire week.

Photographer: Ingrid Abery


The UK or the Caribbean in March? That was a recent question that Ingrid Abery quickly had the answer to.

Marine photography has played a major role in her working practice over the last twelve years. Abery cut her teeth photographing the high-performance 18ft skiffs moving at perilous speeds on Sydney harbour and that was enough to lure her from the studio. Her lenses and clients have since led her to various destinations, from the America's Cup in Valencia, Spain to the Olympics in China.

It is hard not to be moved by the sight of half a dozen schooners and J-Class yachts lining up for a start at Antigua Classic regatta. Abery considers it an honor to capture years of history and dedicated restoration through her lenses.

Ingrid Abery produces hand prints, limited editions, calendars and books to order.
www.ingridabery.com



A large wooden sailing yacht with a red sail is shown on the ocean. The yacht has a white hull and a wooden deck. Three people are visible on the deck: a woman in a white shirt and a wide-brimmed hat, a man in a blue hat, and another person in a white shirt and a wide-brimmed hat. The yacht is moving through the water, creating a white wake. The sky is blue with some white clouds.

Located slap bang in the middle of all five major marinas on the south coast of Antigua, Jason Pickering's studio gallery in English Harbour acts as both a studio and a showroom to display his digital images, photography prints, canvases and photo souvenirs.

As an experienced yachtsman himself (he sailed his family from the UK to Antigua six years ago) he knows exactly where to position himself to capture the drama and action as well as the grace and beauty of racing yachts.

There is a carnival-like atmosphere in the studio after dark for several weeks each April, helped by the fact that one of the studio doors opens straight into the buzzing Life on the Corner Bar and Grill. During the classic regatta

this year, Jason shot and processed over 3,500 images. All of these images can now be enjoyed and purchased through his online gallery at www.jasonpickering.com.

Jason lives on his 39-foot sailing yacht in Antigua with his wife and their two children.

Photographer:
Jason Pickering





Photographer:
Jason Pickering

PANERAI
CLASSIC YACHTS CHALLENGE

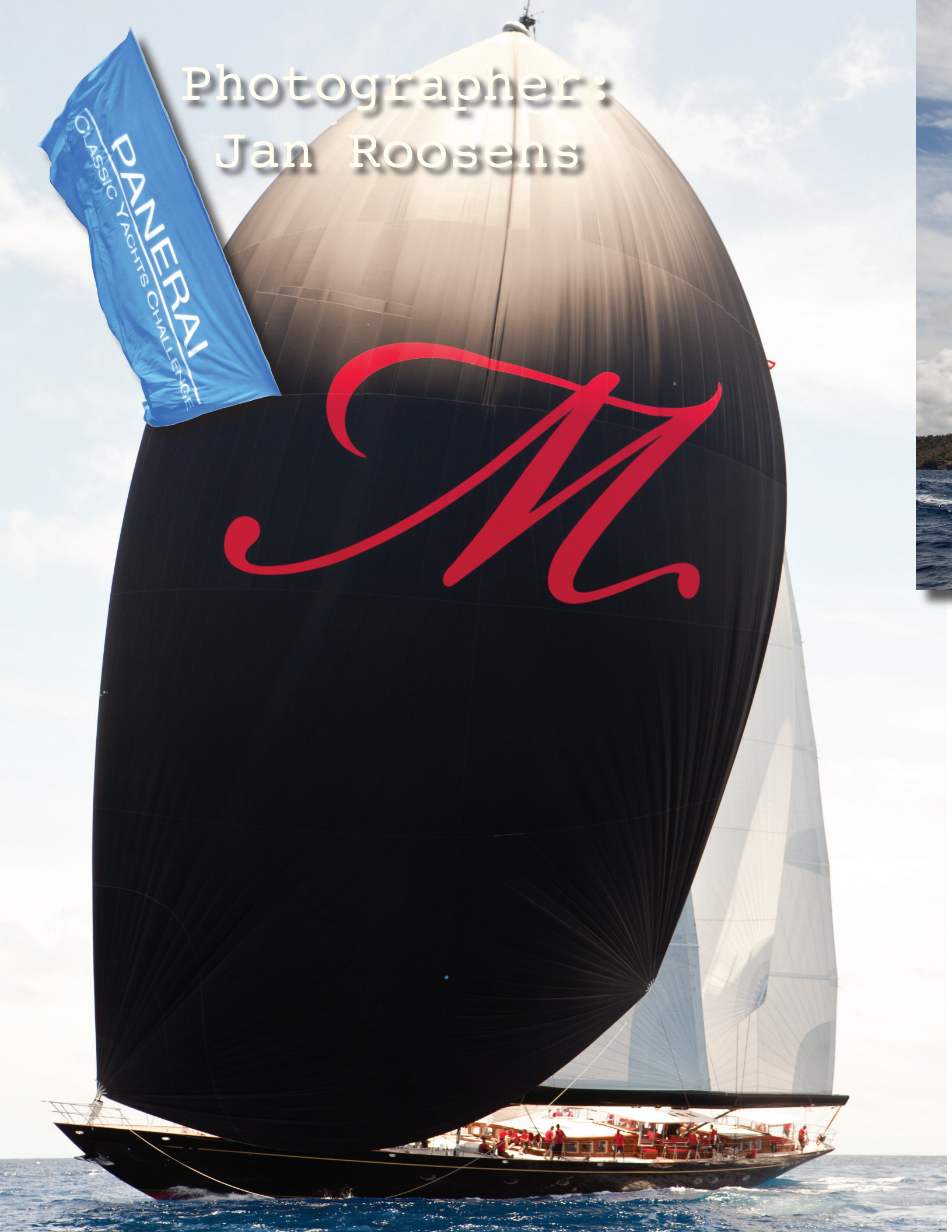


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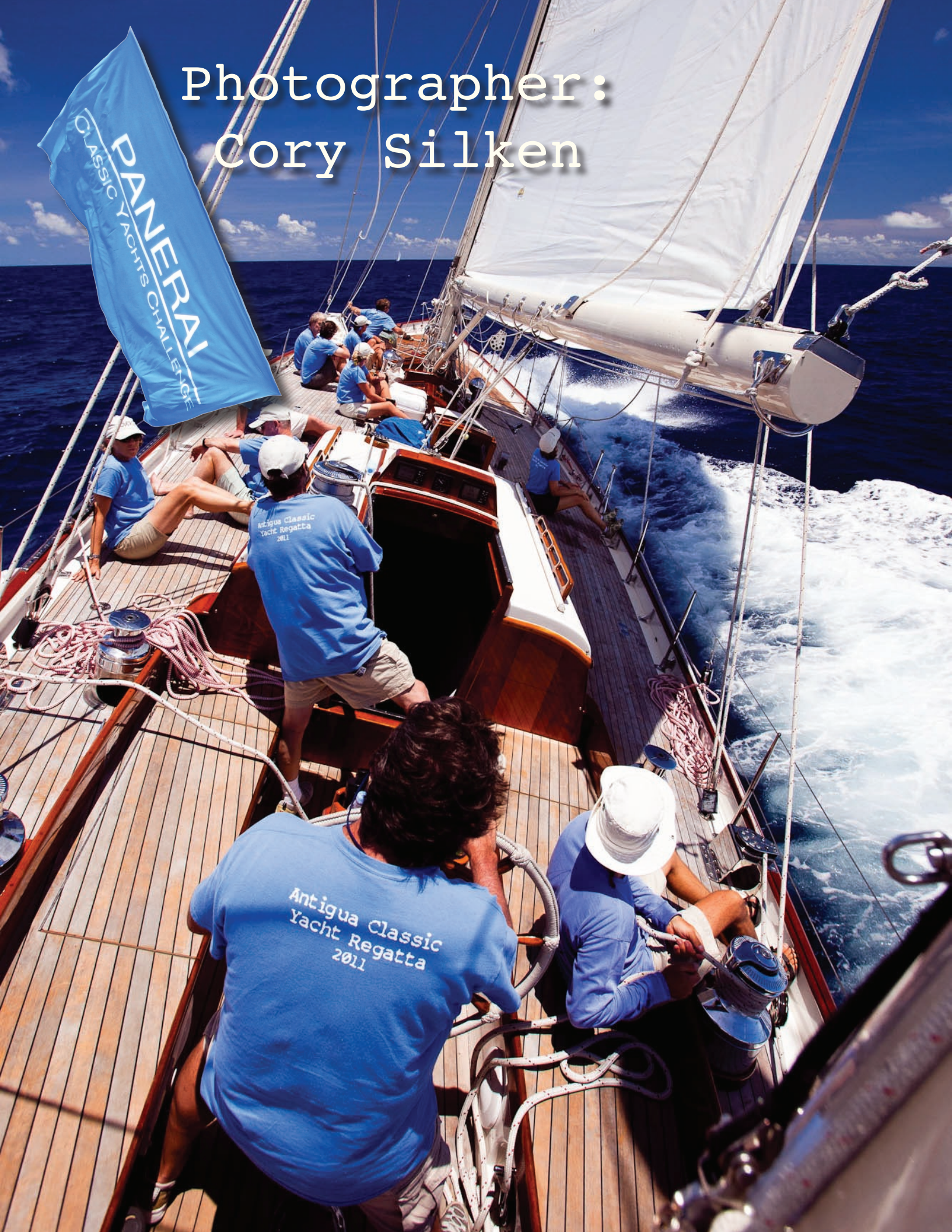
An avid outdoor explorer, Cory Silken's main photographic and outdoor interest lies in sailing. He has crewed aboard the classic America's Cup 12 Metre Class fleet in Newport, Rhode Island and currently enjoys racing *Firefly*, a wooden Herreshoff S Class boat, in Narragansett Bay.

Cory now combines his passion for photography and love of sailing to document and preserve the grace of classic yachts, and convey the real thrill of sailboat racing. He is world renowned for his ability to fuse serenity with adventure in the inspiring scenes he captures.

He also self-publishes a variety of custom photo gifts through his Silken Publishing line.

CorySilken.com

Photographer:
Cory Silken





Photo



Photographer: Ed Gifford



Photo



ographer: Ed Gifford





MAINE BUILT BOATS™

Maine's storied yards collaborate to promote the state's boatbuilding efforts.

Story: Jane Wellehan

**Photos courtesy of
Maine Built Boats**



Previous spread: Magnolia launched by Rollins Boat Shop.

Below: The Hall Quarry, Maine-built Williams 28



While not all of the vessels built in Maine are traditional, there is an undeniable Downeast look to many of the state's new launches.

In Maine, Boats and Boatbuilding are like Florida oranges, or California wine. Boats have always been part of Maine's fabric of life. The first oceangoing ship built in America was built in 1607 on the shores of Popham Beach, Maine. The *Virginia*, a 30-ton Pinnace, brought settlers to Jamestown from the Popham Colony. Since then, Maine's rich ship and boatbuilding tradition has flourished. From coastal schooners and fishing boats to mine sweepers and liberty ships during World War II, our boats have always been built with a deep understanding and respect for the sea in mind.

It has always been a big part of Maine's economy, as well. Employing over 2,500 people, boatbuilding is the third largest manufacturing sector in Maine.

Maine Built Boats (MBB) began as a joint effort between a small group of builders who wanted to market themselves more effectively. Recognizing that as a group their companies had more clout than individually, they established MBB as a non-profit trade organization in 2005. The mission was, and is, to promote Maine as a worldwide leader in boat building and to in



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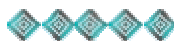
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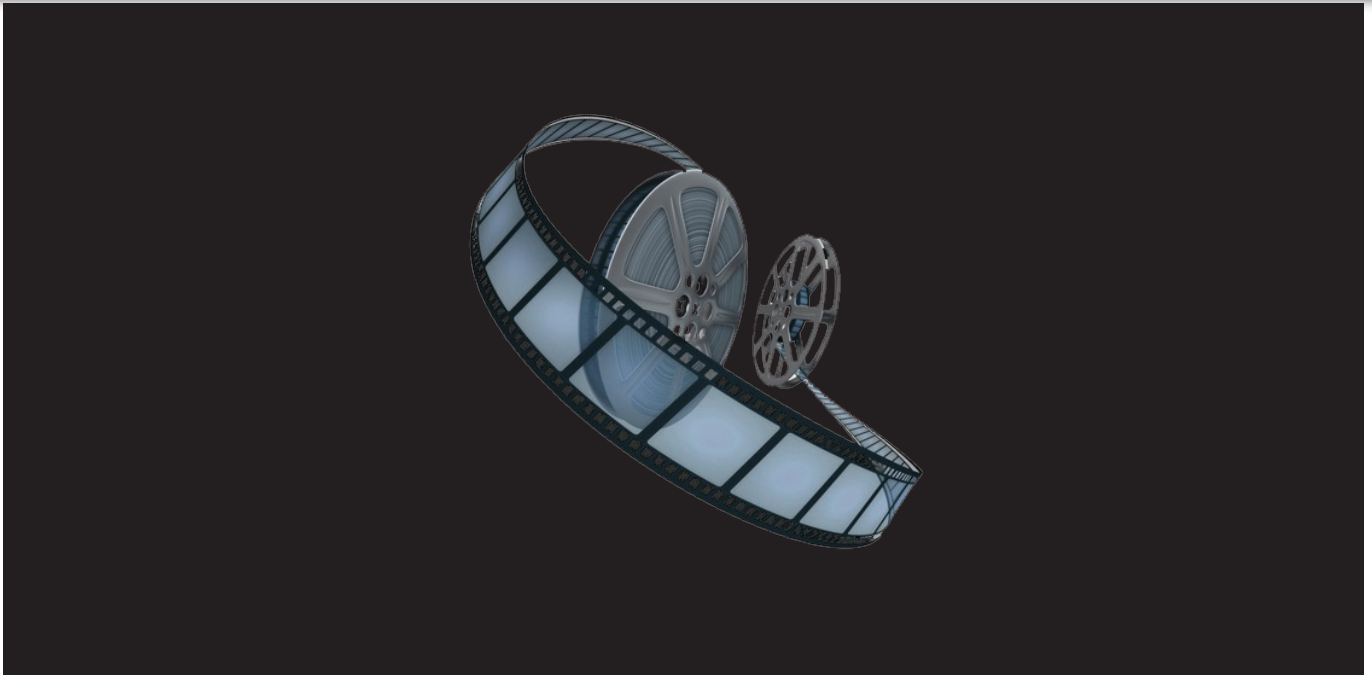


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create demand for Maine built boats. The Maine Built Boats has created a unified brand based on the commonalities between the tremendous varieties of our builders. The hallmarks of these builders are quality, innovation, technology, and craftsmanship.

In 2006, MBB worked with the State of Maine, the Maine Marine Trade Association, and the Maine Composites Alliance to write and win a \$14.4 million Federal WIRED (Workforce Innovation in Regional



Economic Development) grant. The grant had a four-pronged approach to growing Maine's Boatbuilding industry. The grant money has been used for research on materials, education of workforce, capitalization of equipment, and marketing.

Many think of Maine's boatbuilding industry and think of traditional wooden boats or fishing boats. Wooden boats are an integral part of our industry, but only part. Today, Maine companies



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construct boats out of fiberglass and carbon fiber as well as wood, and use technologies such as the SCRIMP process, in boatbuilding. MBB's marketing efforts are intended to broaden consumer understanding of Maine boatbuilding and highlight their unique combination of craftsmanship and innovation. MBB invested in improving their website, a national ad campaign, and creating a documentary produced by Gary Jobson about boatbuilding in Maine today called *Maine Built Boats: Art & Soul*.

Jobson completed the documentary in November 2008, and MBB has had two major screenings to date, in Rockland

and Ellsworth Maine. Recently MBB presented the film to the Cruising Club of America at their annual meeting. MBB, in collaboration with the Maine Maritime Museum, will air the film in Bath, Maine on Thursday June 4th. The organization is seeking other venues, such as yacht clubs around the country, to show the movie this year.

MBB will also attend the Newport International Boat Show and the Fort Lauderdale International Boat show in 2011. Maine Built Boats is a member driven organization, and is supported by its members and sponsors.

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The 24th annual Sunnyland Antique Boat Festival, already the 4th in Tavares, Florida after its move from Mount Dora, was another great success. It demonstrated the still-growing popularity of classic boats around the US.

There's really no other show in the country that features everything that the Sunnyland show offers. The oldest boat was a 1911 W.H.Mullins launch from Canada and the most-traveled boat arrived from Colorado. This year the Marquee

Story: Terry Fiest

Photos: Kurt Rothe & Ted Cooper



Sunnyland 20

Class was “Raceboats”; the roster included some spectacles including *Miss America IX* and one of Guy Lombardo’s original raceboats. Several Lauterbach racers were on display; there was something literally for every spectator. Spectators came from 33 different states and four countries.

All told, there were over 130 vintage boats in the water, 98 on land, 42 boats for sale, 19 woody cars, 15 Amphicars, 20 boats from the Florida Glaspar Club, 78 Flea



011



Market vendors and several displays of vintage outboard motors. The new Prop Shop added another dimension to the show with seaplane rides.

The Sunnyland volunteers' Tractor Valet Parking service affords every owner the maximum time on the water. Boat owners arriving at the show know they are well cared for and don't have to worry about where to park their trailers.

On Friday, 35 boats departed the docks at Wooten Park and headed through

the historic Dora canal en route to the picnic at Hickory point. Friday evening saw a cocktail reception hosted by the new Air-Land and Sea Restaurant, including an auction to sell of the SCAMPY boats to raise money for the youth boating program.

At noon Saturday several sea planes did a fly-by to let the crowd know that the new Sea Plane base will be a favorite spot to land, refuel and enjoy the growing facilities at Tavares. The traditional Amphicar Parade and



splash-in never fails to entertain the crowd, and with both launch ramps in operation the Amphicar owners kept at it for over an hour. Later, a group of railroad enthusiasts arrived in their privately owned "speeders" (old railroad maintenance inspections cars) and joined the Central Florida Woody Car Club at the historic train station.

Several young boating enthusiasts were schooled in the art of concours judging; they all choose *Rumrunner*. Young members of the SCAMPY

program were busy rigging the boats they built and they were offered a place at the ramp to test their new craft.

Saturday night Race Boat Hall of Famer Tom D'Eath presented an outstanding program aimed at young kids getting started in boat racing. At the conclusion of the program he was presented the Race Boat Painting that symbolized this year's show.

On Sunday morning top honors went to *Miss America IX*, a 1930 30-foot Garwood Race boat owned by



★ Engine by Gardella

★ Connie Cottrell

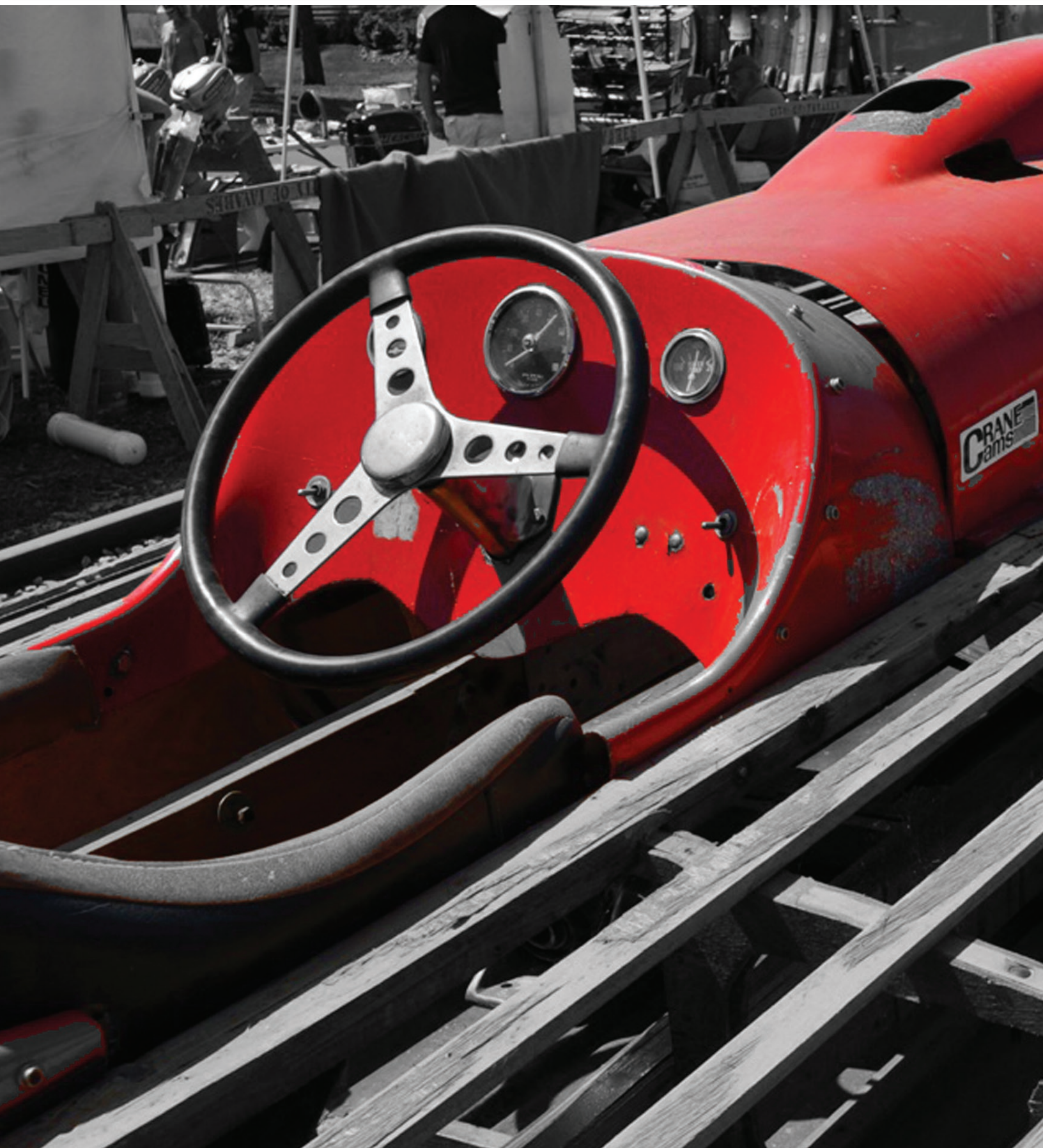
★ Eric Dender

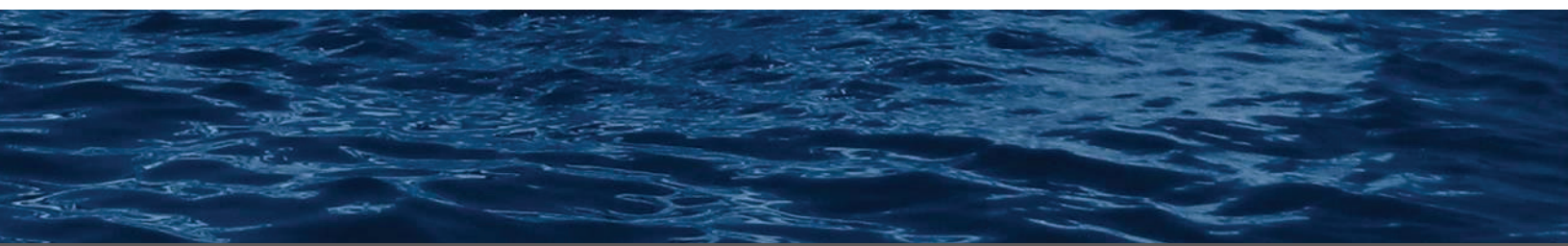




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Sunnyland Chapter members Chuck and Diane Mistele of Bluffton, South Carolina.

With over 200 volunteers working on 29 different committees, the Sunnyland show is a “must-see” for the classic boat enthusiast. With north-and south-bound river cruises bookending the event, it is two solid weeks of warm, sunny antique boating, just as winter beats weary northerners over the head for the last time.



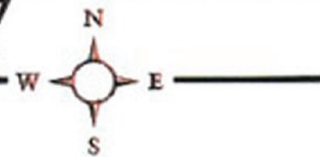
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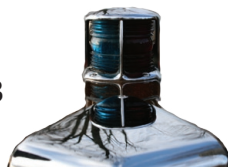
Algonac, MI boat show

Best Transom

Port Sanilac, MI boat show



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SABELLA ON SAFETY

**Seattle, Wash-
ington** – In last month's article, I pointed out the unfortunate fact that if you're on a boat and any distance offshore or out of port, you're the first responder in a medical emergency. We discussed the immediate actions required to stabilize the condition of a passenger or crewmember who has suffered a medical emergency (or at least to avoid making his or her condition worse). Beginning this month, we're going to get down to specific treatment procedures.

Thinking about first aid isn't the fun stuff of boating, but if it makes you uncomfortable to read about it, imagine dealing with the real thing.



Standard CPR means giving two rescue breaths followed by 30 chest compressions. Note the use of gloves and a face shield.

If what follows prompts you to take a first aid course, read a first aid manual or watch a training DVD like the one referenced at the top of the page, I'll have done my job.

ABCs Care

If the patient's heart and lungs aren't working properly, he (or she) may quickly suffer brain damage or death. Next to causing no additional harm, the first responder's first priority is to support Airway, Breathing and Circulation.

The purpose of cardiopulmonary resuscitation or CPR is to supply oxygenated blood to the brain. These procedures help keep the brain alive but won't restart the patient's

ABCs of CPR

*The following article is based on the content of
Onboard First Aid: Immediate Actions
www.johnsabella.com/detail.lasso?title=10206.*



heart. If he's suffering from cardiac arrest, you've got to have help—and the vessel's automated external defibrillator—to boost his chances of survival.

If he is conscious but has difficulty breathing, help him assume the most comfortable position. Loosen tight clothing. Open doors or hatches to augment the supply of available oxygen. Clear the area so he has room to breathe. Keep him quiet to minimize the demands on his circulatory system. Administer supplemental oxygen if you can.

Unconscious Patient

If he's unconscious, check the ABCs. Check to see whether he has an open Airway, whether he is Breathing, and whether he has a pulse or other signs of Circulation such as coughing or movement. If you can, check for breathing and signs of circulation before you move him. Check the pulse at the neck, on the side nearest you.

If his Airway, Breathing and Circulation aren't compromised, leave him where he is until you have help. Remember the ABCs; they always come first. Here's a closer look at how to check and support Airway, Breathing and Circulation.

Determine the patient's responsiveness. Talk to him. If he answers in a normal voice, his airway and breathing are probably okay.

Maintain an Airway

If he's unresponsive, you need to maintain an open airway. Carefully position the patient on his back, on a hard surface, and then lift the chin as you gently tilt the head. If he has neck or facial injuries, open the airway using a jaw thrust. This position enables you to stabilize the neck at the same time.

Open the mouth and clear away foreign matter like food, gum or dentures. If necessary, gently roll him on his side to drain blood or vomit away from

1. If the victim is conscious but having difficulty breathing, administer supplemental oxygen.
2. If he's unconscious, check Airway, Breathing and Circulation. ABCs first.
3. Look, listen and feel for signs of life.



the airway. When the airway is clear, Look, Listen and Feel:

Look for the rise and fall of the chest...
Listen for the sounds of breathing...
Feel for a pulse at the side of the neck.

Rescue Breathing

Take time to be sure of your findings. His breathing and pulse may be weak and slow. If he isn't breathing, you need to support the flow of oxygen to his brain. Create an open airway by gently tilting the head, lifting the chin and opening the mouth. Clear away foreign matter or secretions.

Begin rescue breathing by pinching his nostrils and forming a tight seal with your mouth.

Blow slowly and steadily until you see his chest rise. Give two slow breaths, lasting about two seconds each.

Your medical kit should include a CPR face shield that will help protect you, and the patient, as you perform rescue breathing.



4. Open the airway using the head tilt, chin lift method or...
5. If he has neck or facial injuries, open the airway using a jaw thrust.
6. Begin performing chest compressions by placing the heels of your hands.

(If you are unable or unwilling to provide mouth-to-mouth ventilations, perform chest compressions as described in the next paragraph.)

Chest Compressions

Recheck for pulse or signs of circulation. If you can't detect heart function, begin performing chest compressions by placing the heels of your hands just below the center of the breastbone.

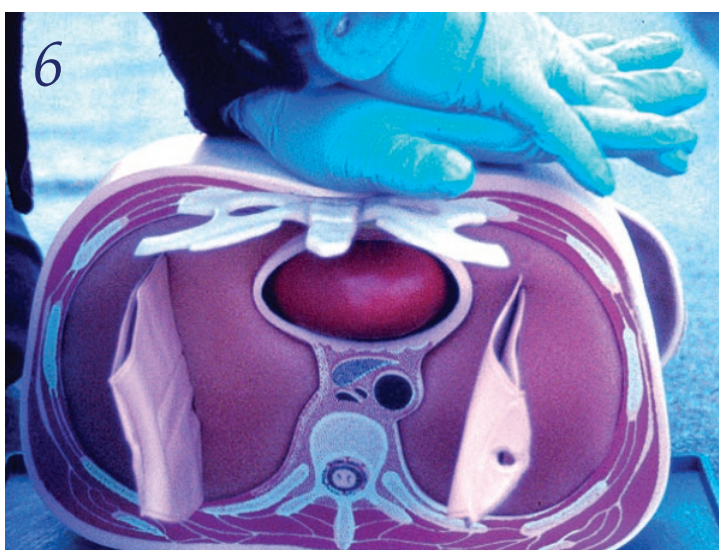
Lock your elbows and compress the chest firmly and rapidly 30 times. You may feel cracking but don't stop. His ribs will heal if you keep him alive. Work at a rate of about 100 compressions per minute.

Alternate giving 30 compressions and two breaths.

After five cycles of 30 and two, recheck for normal breathing.

If he's regained the ability to breathe effectively, stop performing chest compressions but continue to monitor the patient's condition carefully.

Remember, CPR doesn't restart the



Lock your elbows and compress the chest firmly and rapidly 30 times. Performing CPR is extremely tiring. If help is on the way, keep going until someone else relieves you or you're too exhausted to go on.

Standard CPR

means giving

two rescue

breaths followed

by 30 chest

compressions.

Note the use of

gloves and a

face shield.



heart. The defibrillator offers the best chance of restoring the normal heart rhythm of a patient with sudden cardiac arrest. That means that if no one has come to assist you and you still can't detect respirations or pulse after five cycles of rescue breathing and chest compressions, run for help... and the defibrillator.

Performing CPR is extremely tiring. If help is on the way, continue until

someone else relieves you or you're too exhausted to go on.

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THE LOG

Paint & Varnish

I know it's still a little chilly in some areas of the country, but in South Florida it's a warm spring and that means it's time to prepare our clients for their migration north. Recently, we had *Justice* in for some finish work. Captain Bryan and I did a test a few years back—we took some hard-to-varnish areas and applied Imron MS 1 marine clear coat.

Two-part clear coats have been around for a long time. There have been some great success with them and even greater failures. That's why we did a test area, and Bernard and I went to the Dupont Training Center in Jacksonville to be certified in the product's application, specifically on wood.

Imron has been around for years, starting as an automotive coating. Then Hatteras started using it on boats in the early 1980s and it took off like wild fire. After

many years, the novelty wore off. More products came on the market and Imron slipped a bit. The biggest problem was that it just couldn't be brushed.

Dupont decided it was time to for Imron to grow up. They went back to the lab and formulated it specifically for the marine market. I don't want to sound like a tout for Dupont because I'm not but they invented a better wheel. It now is not only more durable but can be blended, repaired and most important to us, brushed.

Our first use of the Imron MS 1 was on a 40-foot, all-varnished Gar Wood. We stripped her down, re-varnished her then sprayed three coats of Imron on top after letting the varnish gas out. It has held up very well and after four or so years we just re-sprayed the deck.

Justice, however, was a totally different challenge. She is varnished from tip to toe, all 75 feet of her. Capt. Bryan was happy with the test from two years ago so this was going to be the biggest brush job to date using Imron.



*Insight from the travels of
wooden boat restorer Jim Moores*

The tricky thing about *Justice* is that she has lots of little inset panels. Fred, Julio and Bernard had their work cut out for them with a two-week time frame, rain or shine. The goal was to get two or three coats on everything during that time window.

Among the lessons learned at Dupont training was to get everything meticulously prepped for the product.



The next morning, dry everything off, wipe down and use the coolness of the morning to help make the Imron flow. Another was to mix small batches to keep it fresh.

The reason it's a difficult product to brush is its high content of solids, which also makes it more durable. There are boats that have used this clear coat on wood five years ago and they're still going strong.

Our objective with using the product was to dramatically reduce varnish maintenance on our clients' boats because gleaming bright work is what makes these antique and classic yachts so stunning. We will be using the Imron on our boat, *Aurora II*, after seeing the way *Justice* turned out.



THE LOG

Elsewhere, the *Honey Fitz* is getting closer to the water every day. The hull has been entirely rebuilt and the new rub rails are up. I went back to old photos, when she was *Lenore*, and matched the rails. The biggest part of the job now is the fairing, sanding with long boards. This type of work is tough stuff. The topsides are one thing but the bottom is brutal work, with your arms overhead, even lying flat on your back. We hired strong young men but when it came to long boarding, most of them up and quit. It was Chet and our core of the more seasoned men, the ones in their 30s and 40s, who stepped up to the task. And she is coming out beautifully.

I think the Defoe builders would be proud. We have followed the original construction shape and design through the original blueprints.

There is however one addition, a 48-volt, Sidepower bow thruster. This is the first

to be installed with U.S. Coast Guard-approved and engineered drawings by Moores Marine. I de-constructed how we've been installing bow thrusters all these years and sat down *Honey*

Fitz's consulting engineer Alan. He did the calculations, drew up plans, submitted them and got them approved. That means every bow thruster we have installed over the

last 15 years meets Lloyd's and U.S. Coast Guard specifications. That's a good feeling.

I recently got a call from my old friend, Marty Isenberg. He was driving past National Liquidators and spotted the Trumpy yacht *Mimosa*, built in 1919, Contract number 110 for E.L. King as Kingfisher. I don't know any more than that at this point. But I plan to find out and will share in my next column.

These yachts require stewardship as I'm finding out first hand with *Aurora*





II. Mimosa has been altered through the years but there is still a lot to work with. She has propeller tunnels and only draws 3-1/2 feet. Built just after WWI, with her bowed glass windows in the front of the main saloon and a very original pilothouse, she could be brought back to her greatness.

Marty and his wife Rachel were at the Great Trumpy Race along with many good friends we haven't seen in a while. One of them was Carl Vesper, who drove down all the way from Pensacola.

He came bearing two incredible gifts, a gorgeous print of his wife Misty Hall Vesper's oil painting of ocean waves breaking and an old burgee. I just had both framed.

The burgee, in particular, meant a lot to me. It will hang in *Aurora II*'s pilothouse. It was John Trumpy's personal burgee, and putting it in a boat he built for himself seems especially appropriate.

Jim Moores is the owner of Moores Marine in Riviera Beach, FL and Beaufort, NC

LEW'S LESSONS



Photos: David Ellis

Most of us have something we would like to collect, but few of us are able and, just as importantly, motivated to collect without losing interest or focus at some point during the process. True collectors however, are different. They are undaunted by a lack of space, money or a spouse's criticism. It's probably a good thing some people are willing to let their obsessions run free or we wouldn't have great museums

that foster the preservation of our most worthy artifacts. Acquisitive, passionate collecting takes a special frame of mind, qualities I am sure I do not possess.

In the past, Lindy and I collected toasters. We have about a dozen of them, most from the twenties and thirties with a couple of mid-century models thrown in for good measure. The entire collection sits on two modest shelves in our kitchen. They



A Toy Story

are interesting and attractive machines in their tiny way. Most of them are old for the simple reason that the old ones are more interesting. They have magic eyes, they tick and whir and move toast in strange fashion. And, they are made from metal.

We value highest only those that will actually make toast, because a broken toaster is useless whereas a working one is critical to the production of a decent tuna fish sandwich. The main benefit of our former dalliance with small antique appliances is that we are in no danger whatsoever of running out of the essential tool needed to create a proper BLT. But having collected a dozen or so, we lost interest, stopped looking and the entire collection never came to much.

I suppose, had we continued, we could have had an enviable collection by now, maybe even enough to have opened the Barrett Museum of Toast, but neither Lindy nor I have the Collector Gene.

I shall not complain about this even though living without it, we have still

managed to amass a huge mountain of crap. Unlike a real collection, our possessions have no central focus, no particular theme and, with but a few exceptions, no abiding cultural value.

We're probably like most people that way. We have some things that are valuable to us, but as soon as it starts looking like we are collecting stuff, we run out of room, money and drive pretty much simultaneously. Anyway, I have very little interest in collecting things I might be able to afford, like Hummel figurines, the collection of which perplexes me. The Ferraris, Packards, Vincents and Hackercraft that I would love to own in great measure are entirely out of the question for the usual reasons. Maybe it's just as well not to even aspire to such things. I probably shouldn't even buy the magazines.

By contrast observe the disposition of Seattle's Michael Wollaston. Think what might drive a person to amass a collection of antique marine propulsion units of such size and diversity that a warehouse must be devoted to them.

Almost all the machinery is entirely functional, from 125 year to the massive 240 horsepower Washington Estop that is a



that is a centerpiece of the collection, these motors are good to go. Entering Mike's World, tucked away in his quiet warehouse overlooking Lake Union's Ship Canal, one is transported to another time in America's industrial history. Mike is a dedicated and focused curator of marine motors dating from that time in the not distant past when

Consider just what might be required by way of support equipment allowing simply for the ability to move the heavy things that such a passion demands. Few if any of the motors Michael collects will ever find themselves powering a vessel again, but just like my toasters, the value to Mike is considerably enhanced if every piece in the collection is ready and able to do its duty.

This makes the Northwest Marine Propulsion Museum a living exhibit, for almost all the machinery within is still entirely functional. From 125 year old make and break one lungers to the massive 240 horsepower Washington Estop

every major American city had a multitude of competing operations that could turn out large industrial quality motors to drive the cogs of a hard working nation. Today's assortment of manufacturers may seem abundant at first blush but it is nothing when compared to the diversity of manufacturing taking place here in the pre-war era. Mike Wollaston's singular obsession is one man's effort to celebrate the spirit of that prodigious industry in a way that any lover of fine machines can appreciate.

Allow me to take a brief right turn in the narrative here to introduce Dave Ellis to you. Dave is the lens man

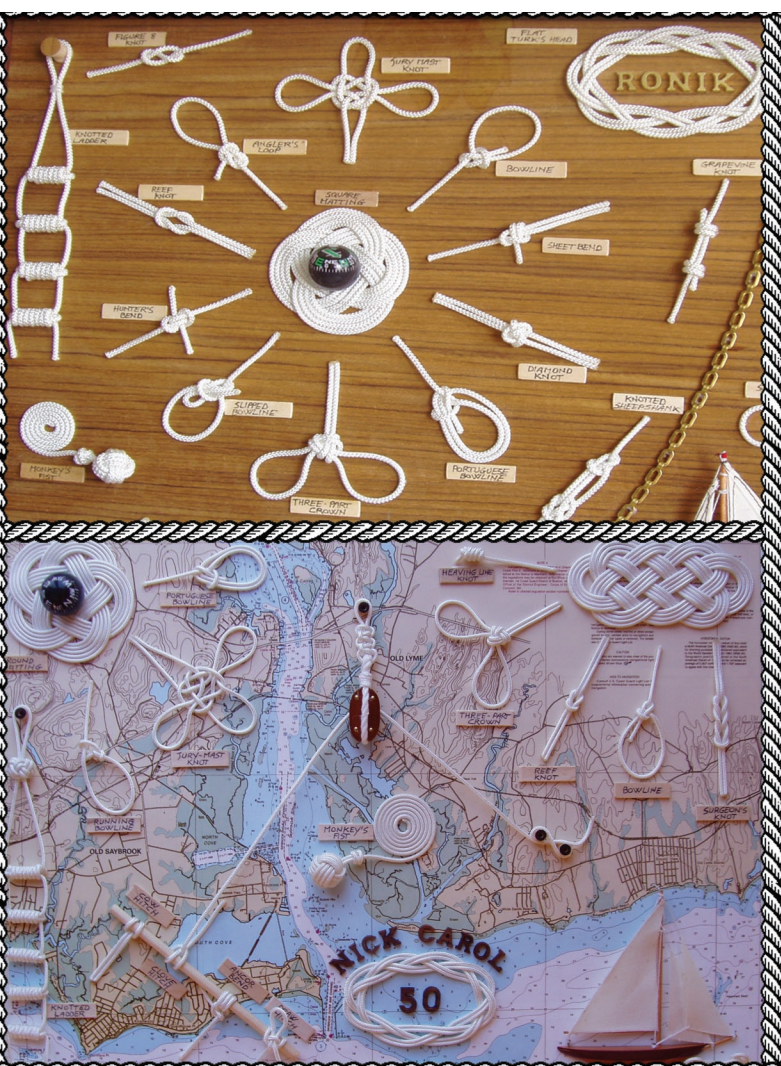
*old make and break one lungers
centerpiece of the collection.*



behind the photographs and the video clip associated with this article. I have borrowed photographs from him before but we set out to do this piece together. In fact, this was more or less Dave's idea. While I am never shy about stealing good ideas, I will take credit for recognizing a good suggestion, and I judged a modest delving into the Wollaston collection to be just that. By the way, Dave is a collector in his own right, having created and amassed a huge quantity of

photographs and antique marine items. The Ellis family currently enjoys the unique and stately 54 foot Morris Shane built 1945 *Forevermore*. My family has grown up boating with the Ellis gang. It gives me great pleasure to formally introduce Dave and his photographs of the Wollaston collection to you on these pages.

But enough of Dave already. Mike's Northwest Marine Propulsion Museum



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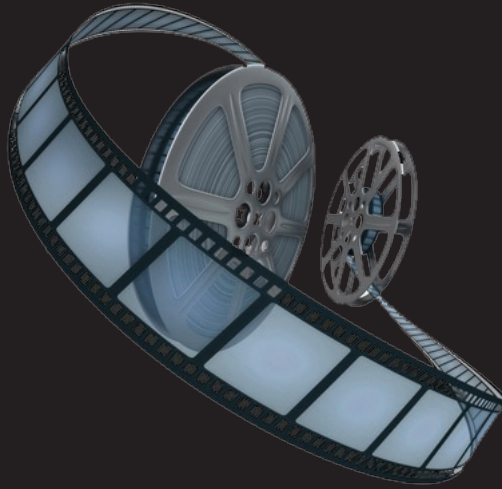
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Mike's generosity is a quality that enhances success in the same way a hearty wine compliments a good steak. It's also the mark of a gentleman.



came to exist in the old fashioned way. Mike earned it. He started working on the Seattle Waterfront in the 60s. Piece by piece, through his own industry, hard work and a measure of good luck, he became the proprietor of the Ewing Street Moorings, a marina that Mike still owns and operates here on the Ship Canal. Acquiring the Ewing Street marina was the first of a number of transactions that helped make Mike one of the most successful people Dave and I know. As successful as Mike may be he is accessible in a way that leaves open to us opportunities to enjoy sharing in a measure of Mike's good fortune. His generosity is a quality that enhances success in the same way a hearty wine compliments a good steak. It's also the mark of a gentleman.

The first thing you experience when arriving at the museum is a seeming paradox. Old flat head motors and equally antiquated twenty foot camshafts are scattered without visible purpose in the "front yard." This is the overflow machinery that won't fit under the main roof. The first time I visited the collection I was amused to see a familiar lump under the canvas tent that is the museum's receiving area. I discovered by chance that the lump was one of the two Nordburg Tarpons,

*e same way a hearty wine
f a gentleman.*



a Hercules "M" block variant, that had been taken from *Rita*. I recognized it instantly as I had spent countless hours bent over it when it was in my boat's engine room. Neither am I alone among my friends as an inadvertent donor to the museum. Sam Johnson, Director of the Columbia River Maritime Museum is a mutual friend of ours and is a person I have spoken of before in this column. His boat *Winikin* (1932) had her Universal 6 cylinder motor donated to

the museum as well. Doubtless others have had similar thrills when walking through and seeing a motor or type they knew from personal experience.

For most visitors, the machinery in the museum will appear to be quaint and mercurial, as antique artifacts tend to be to those unfamiliar with them and their functions. But for those of us who have owned iron that has ended up on display, the experience is quite personal.



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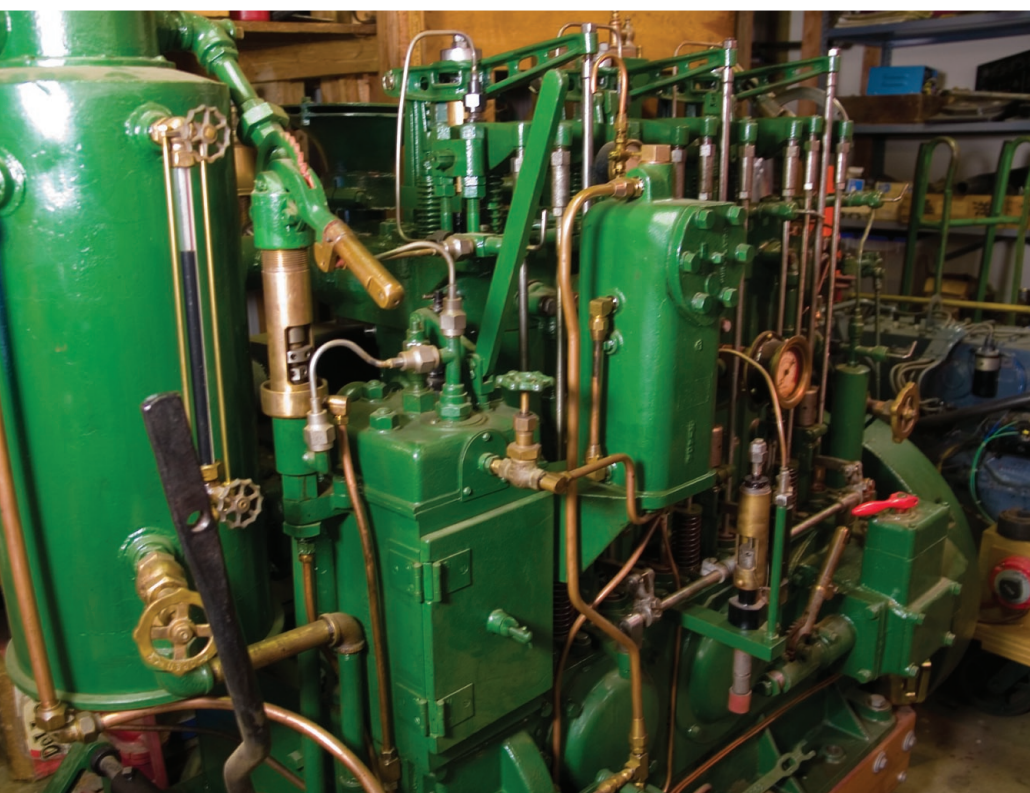
"After 40 years of screwing around with varnish, I found my solution in February of 1993."

-William Canavan



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*As a unique expression of one man's willingness to go all out for
there's little chance that Michael Wollaston's museum
in quite the same way anywhere else, or even*

One of the museum's great oddities is Mike's 1906 triple expansion steam engine. The huge mass of the Washington Iron Works 240 horsepower Estop hunkered down nearby dwarfs this 185 horsepower steam engine, which seems delicate and compact alongside the imposing bulk of the big diesel. This Navy-built steam engine is just lovely to behold. Mike explains that it was built to power a fifty-foot launch and as he does, you wonder what the boat herself must have been like. Then Mike bars the Estop over for our amusement, and it makes chuffing noises as the valves open and close, moving air escaping from somewhere deeper within the beast. It's a satisfying sound.

As you crab-walk sideways around the steam engine you pass a single cylinder Lister Diesel and come to find another British motor, this one a Russel Newberry. It is clearly a machine of impeccable quality as well it should be, Russel Newberry engines being essentially marinized Rolls Royce products. Mike keeps a steady stream of this information flowing as we come to a beefy Lorimer five cylinder marine engine built in Oakland prior to the outbreak

of WWII. Then there is the collection's Lathrop and a Danish patent Tuxham Fabco. Each machine is odder, older and more eccentric than the one before, but they all share fabulous patina and the unmistakable hallmarks of quality.

Perhaps my favorite is Mike's three cylinder Atlas diesel. It is the smaller brother of *Westward's* four banger, and it is lovely with external pushrods, individually cast cylinders painted in a deep forest green. It's all gears and levers, springs and brass, rods and steel that seems as quaint and antiquated as any horse drawn Studebaker wagon seems to us today. And, of course, there is a Seagull!

Maybe, 100 years from now, today's machines will acquire the same aura of refined inscrutability as these artifacts from a century ago possess, but I don't think so. For one thing, there will probably be no way to make them run, since modern stuff requires such difficult to reproduce components like computer chips and high pressure common rail injection components. And anyway, the oldies are much prettier, rendering the 22nd Century collector at

*his corner of Industrial Culture,
m will be duplicated
ver again.*

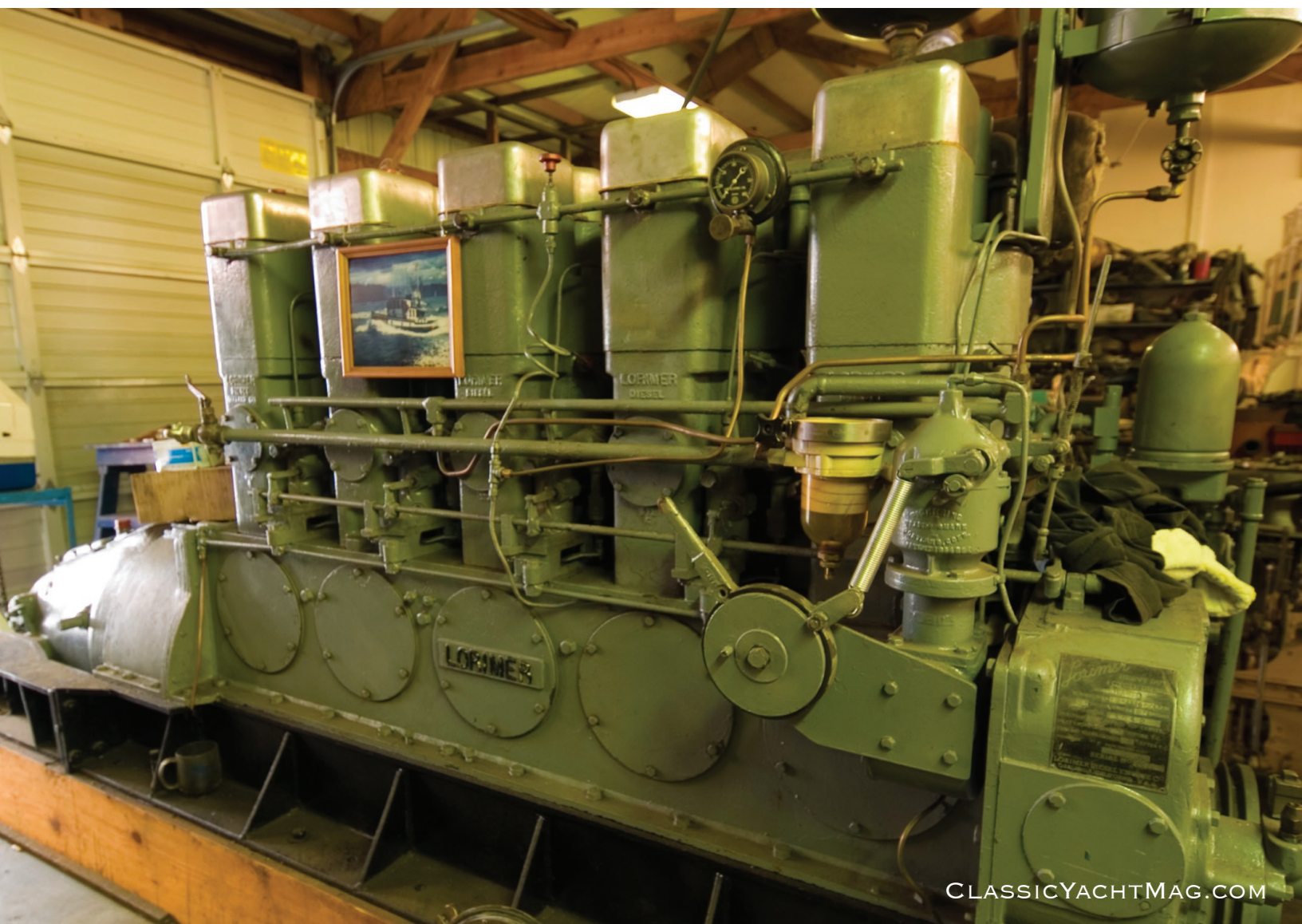


a disadvantage right from the start.

As a unique expression of one man's passion and willingness to go all out for his corner of Industrial Culture, there's little chance that Michael Wollaston's Northwest Marine Propulsion Museum will be duplicated in quite the same way anywhere else, or ever again. Not that Mike built it as a competition. Far from

it, in fact. He just couldn't help himself. Really, the explanation is simple. Michael Wollaston is a collector.

*Lew Barrett owns Rita, a 1938
50' (15.2m) Ed Monk-designed
motoryacht based in Seattle.*





MYSTIC MINUTES

T

Story & Photos: Dan McFadden



News from the Mystic Seaport Museum

Tattoos and Tallships



Summer is fast approaching here in Mystic and we are all hard at work getting ready for the high season.

A highlight this year is our new exhibit *Skin & Bones: Tattoos in the Life of the American Sailor*, a provocative look at the origins, traditions and symbolism of tattoos in American maritime culture.

While tattoos are commonplace in modern culture, they were first popularized in this country by sailors in the late 18th century. A tattoo could be a memento of a voyage, a memorial to a lost shipmate or a talisman to ward off evil spirits. They also had a practical side: tattoos were used to prove identification in event of catastrophe or imprisonment. Regardless of the purpose, the tattoo served to prove the wearer's membership in a maritime brotherhood.

The exhibit traces the progression of purpose and design to the present day as tattoos moved off shipboard

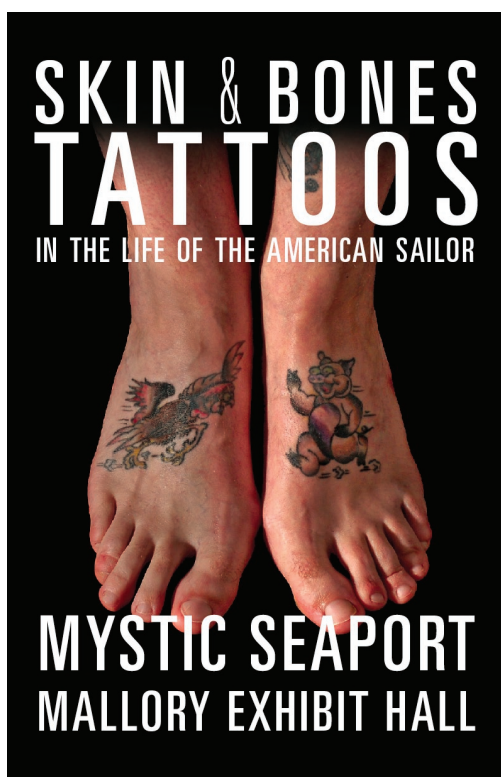
MYSTIC MINUTES

and onto shore. Some of the connections are surprising: The famous red star logo of Macy's department store is believed to have been inspired by a tattoo founder R.H. Macy got while on a whaling voyage in the South Pacific on the *Emily Morgan* (a predecessor of the Museum's 1841 whaleship *Charles W. Morgan*).

Skin & Bones brings together the most comprehensive presentation of design flash on this subject. From eagles and flags, to ships and animals, to lost shipmates and loved ones, visitors can survey the evolution of tattoo design through the decades. One of the oldest surviving books of American flash, bearing the name C.H. Fellows, belongs to Mystic Seaport and is on display. Visitors can also see the range of tattoo-making tools, from rather crude sail-making needles to Samuel O'Reilly's revolutionary electric tattoo machine of 1891.

Originally researched and created by Philadelphia's Independence Seaport Museum, the exhibit received critical acclaim and wide popular support, leading to an extended run and eventually convincing Mystic Seaport to bring it to Connecticut. The exhibit runs in the Museum's Mallory Gallery through Sept. 5, 2011. We are also holding a special "Tattoos and Tallships" festival on July 16-17. You won't be able to get a real tattoo, but you can come close.

Over in the Henry B. duPont Preservation Shipyard, the shipwrights are progressing on installing the new ceiling in the hold. Three strakes have been installed on both the port and starboard sides. Each strake consists of from three to four planks. There will be a total of seventeen strakes on each side of the ceiling from just above the keelson to the clamp. Two teams of two shipwrights each are working on opposite sides of



the hull and can install from three to four planks a week. At this rate, with luck, availability of materials and no interruptions for other work in the yard, the ceiling could be completed in the mid-late summer.



Meanwhile two other shipwrights are erecting scaffolding at the bow to permit work on the stem. The upper portion of the stem is rotten. This piece runs from the components used to support the bowsprit to a scarf joint about midway down the hull. Interestingly, it is relatively new having been installed about 20 years ago.

The search for materials continues. Long leaf pine is being logged in Georgia. We have found a good piece of

white pine for Morgan's new bowsprit on state land in Connecticut. If this piece is not available, other sources have been identified in the Adirondacks. As a further back-up there is Douglas fir available from Washington state. However,

that is not our first choice as fir does not last as long.

And finally, we are bidding a fond bon voyage to *Amazon*, the 1885 screw schooner who has made her home here at the Museum for the last year and a half. Captain Ted Morgan-Busher and crew will depart Mystic sometime at the end of May to begin their trans-Atlantic journey back to *Amazon's* homeport of Malta. *Amazon* was launched in 1885 in Southampton, England as a



steam yacht. The 102-foot vessel was converted from coal-fired steam to diesel in 1937. Her stay at Mystic was unexpectedly lengthened last June when she was struck by lightning, necessitating extensive repairs to her electrical system. The closure of the Mystic River drawbridge for repairs then de-

layed her departure even longer.

The *Amazon* and the Morgan-Bushers have been a great presence at the Museum and we are sad to see them go.

www.mysticseaport.org

Classic Boats. Classic Documentary Films

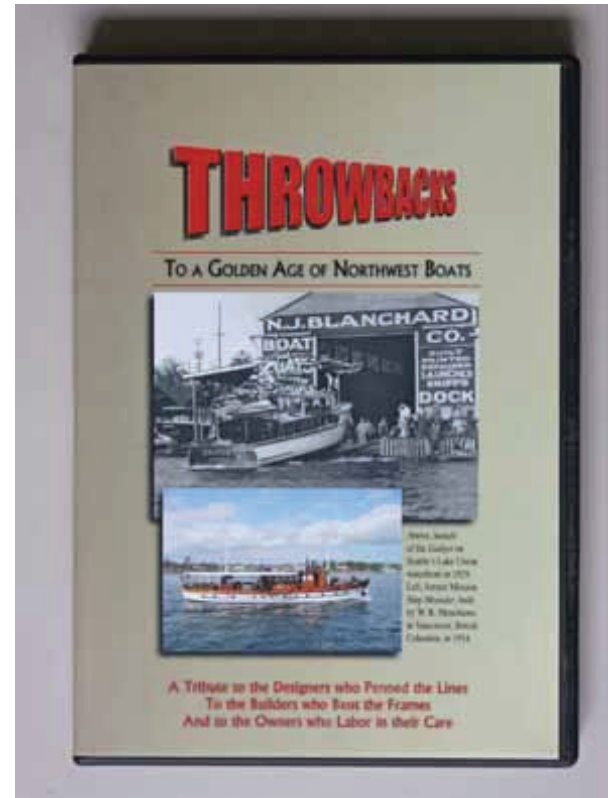
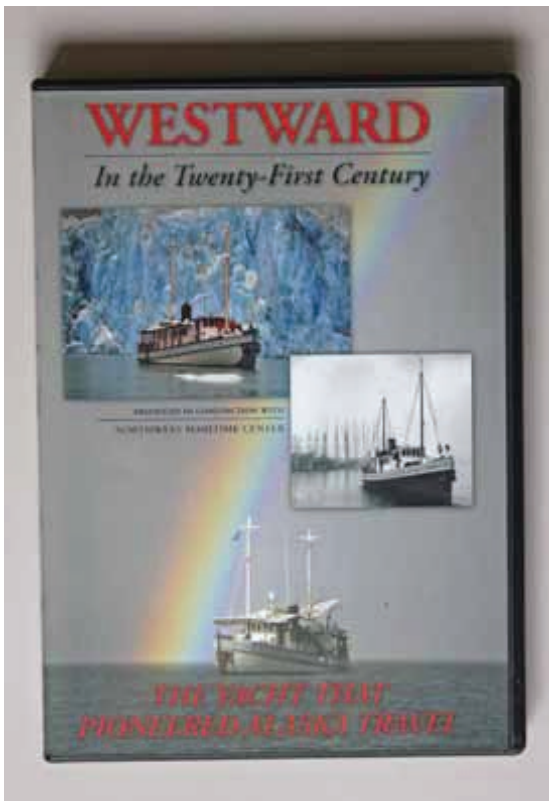
Throwbacks to a Golden Age of Northwest Boats is the story of the great Pacific Northwest yacht designers and builders who migrated to the region early in the Twentieth Century to take advantage of one of the world's richest timber resources. It was the age when *everything* was made out of wood, and motor vessels had the elegant lines of yore. Climb aboard dozens of the finest classics ever built, and meet the designers who penned the lines, the builders who bent the

frames and the owners who labor in their care. \$19.95.

Westward in the Twenty-First

Century is the story of the motor yacht that pioneered the Alaska excursion trade beginning in the 1920s. Armed with his camera and fellow film buffs like George Eastman and Walt Disney, *M/V Westward* owner Campbell Church, Jr., catered to a *Who's Who* of early American society who rode their private rail cars to Seattle and boarded the *Westward* for epic hunting and fishing trips to the remote corners of Alaska. Best of all, Church captured it all on film so we can experience Alaska when it was truly wild.

Still hard at work in her 82nd year, the *Westward* circumnavigated the globe in the 1970s and recently returned from a circumnavigation of the Pacific. \$19.95. See these titles and many more at www.johnsabella.com. Click either of the images above to see sample clips of the documentaries in your browser.



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CLASSIC *Yacht* presents the

Welcome to the *My Boat* podcast, the audio program hosted by Doug Pilgrim. In case you haven't listened to every episode of the *My Boat* podcast lately, we'd like to point out some of the great interviews Doug has recorded over the past few months.

Doug recently interviewed Douglas Goldhirsch at Southport Island Marine, builders of the Southport 30.

In another recent interview available at MyBoatPodcast.com, Doug chats it up with Ann Harrison at the Maine Maritime Museum. The MMM comprises 20 acres of historic buildings dating from 1896 to 1920 is not to be missed if you're in southern Maine in 2010.

Also, don't miss Doug's time with Kim Ward at the Carpenter's Boatshop, builders of the Monhegan Island skiff.

My Boat is accessible from the page on the right in each issue of *Classic Yacht*. Doug's got lots of good material here, so check out all the episodes.

The *My Boat* series is also available on Apple's iTunes (itunes.com) for anyone to download for free onto an iPod, iPhone, iPad or computer (Mac or PC).



We release each new *My Boat* episode on iTunes about ten days before the magazine is delivered to your e-mail inbox. So, if you subscribe to the podcast on iTunes for free, you'll get *My Boat* first along with a preview of what's to come in the next issue of *Classic Yacht*.

If you think you're *My Boat* material (we want a podcast, not a nodcast), contact us by clicking editor@classicyachtmag.com with a brief description of your boat and your adventure.

"MY BOAT" PODCAST

with Doug Pilgrim



Doug interviews some of the most colorful personalities on the waterfront.

**Click the microphone to listen
to your host Doug Pilgrim.**

NEXT ISSUE



Lake Tahoe Preview

2011 heralds a return to the traditional August dates for the 39th annual Lake Tahoe Concours d'Elegance, widely regarded as North America's premier wooden powerboat show. This year's featured marque is Gar Wood.



What's New At The Helm

Like every other consumer electronics niche, the hardware and software available for your helm or nav desk is increasingly powerful, integrated and easy to use. We cover the best and brightest as we enter the thick of the summer boating season.



Model History: Cheoy Lee 66

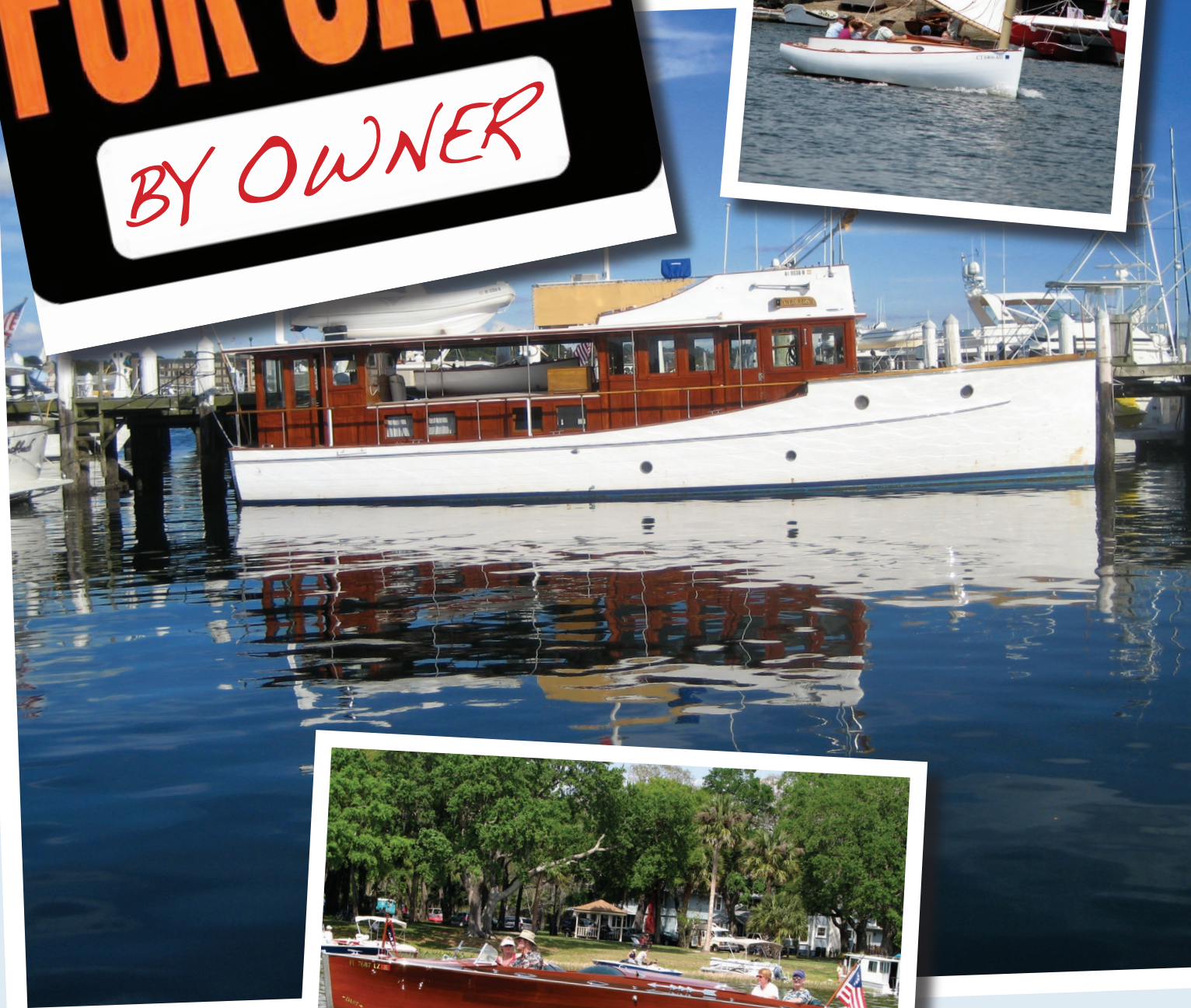
One of the most handsome and capable owner-operated long range cruisers afloat, this classic fiberglass production boat remains a compelling cruiser today, for those with a taste for world cruising and a sufficient budget.



J-Class Regatta

The historic and elegant J-Class yachts are among the most storied racing yachts afloat. Newport, Rhode Island will host the first in an anticipated series of J-Class regattas set to take place over the next three years. We will cover every tack and jibe and bring the regatta to you, wherever you are.

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